

Latitude 38

VOLUME 79, JANUARY 1984

CIRCULATION: 33,000



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MERIT 22 & 25



THE NEW MERIT 22,

it's revolutionary. One step inside and you'll see why: it's larger than many 25 and 27 foot boats. The Merit 22 has a lead, retractable keel giving you the safety and maximum stability of a keel boat while permitting easy trailering and ramp launching. The Merit 22 delivers quality, performance, comfort and convenience.

SILAWAY PRICE OF \$9,595 INCLUDES:

- trailer • sails • pop top lifting hatch • mast & boom • winches • bow & stern pulpit • lifelines
- & much more . . .

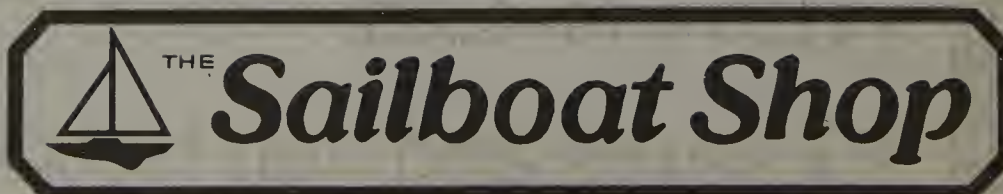
THE MERIT 25

is built to be fast. In fact, the Merit 25 was the overall winner at the 1983 MORC Internationals, & this production boat is still winning. Just because the Merit 25 is fast doesn't mean that you will have to give up comfort to win. Inside's a fully finished interior with 7 ft-plus bunks. Here's your chance to be the proud owner of an all around performance boat that's fast *and* comfortable.

SILAWAY PRICE OF \$15,100 INCLUDES:

- trailer • sails • mast & boom • internal kevlar halyards all lead aft • spinnaker gear • split backstay adjuster • pulpits • lifelines • winches • Harken mainsheet system
- and much more . . .

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Gary Wieneke

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"My Pineapple chute isn't a narrow sail and I can run faster or reach higher than anyone else in the fleet."

We couldn't have said it better ourselves.



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All donations will be handled in a timely and efficient fashion. You will be surprised how attractive donating your boat to Stanford can be.

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Joe Petrucci — Director of Sailing
(415) 497-9494

Marine Development Office
Roble Gymnasium, Stanford University
Stanford, California 94305



A STAR IS BORN



Before you make a decision
to buy a boat, you owe it to
yourself, your crew and
your family to see the

FARR 10²⁰

★ BORN IN NEW ZEALAND.
★ DEBUTING IN
SAN FRANCISCO MID-WINTERS.
A ONE-DESIGN RACER/CRUISER
DESTINED FOR STARDOM.
★ A LUXURY CRUISER
THAT HAPPENS TO
GO LIKE HELL.



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"Best of Show"
- ★ The envy of Santana,
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One-design class now forming.
The first six boats — **\$74,800** with 5 bags of mylar
sails, race ready, refrigerator/freezer, plush interior,
cruise ready.

From Over 150 Listings We Offer This Selection:

19' Lighting, '58, wd sloop.....\$3,850	24' Emerson, '40, wd sloop.....3,950	28' Columbia, '73.....19,500	33' Yamaha, '77, needs work.....offers
20' Cal, '66&'75, 2 from.....4,750	24' Venture, '71, w/trl.....4,900	28' Hawkfarm, '76&'79, dsl inb, 2 frm26,000	34' Cal 3-34, '78, dsl, whl, great buy.45,900
20' Flicka, '81, inb dsl.....29,900	25' Cal, '68, '71, &'75, 3 from.....8,500	28' Spirit, '79, dsl inb, ref, whl.....34,000	34' Wylie, '80, 6 bags, hot.....65,000
21' Custom wd sloop, '63.....3,800	25' Cal 2-25, '79&'80, 2 at.....25,500	28' Triton, '60&'61, 2 beauties from.16,000	35' Ericson, '79, lease option.....65,000
21' Islander, '65.....4,500	25' Merit, '81, w/trl.....18,500	29' Cal, '72&'74, 3 from.....29,500	35' Bandhelm, just reduced.....69,500
22' Columbia, '68&'69, 2 from.....4,750	25' Coronado, '67&'69, 2 from.....7,900	29' Cal 2-29, '74, dsl inb, whl.....33,000	35' Fuji, '75, outstand'g ketch.....79,500
22' Venture, '71.....4,500	26' San Juan, '76.....15,000	30' Islander MKII, '71, best buy...26,500	36' Yamaha, '80, 9 bags, loaded...99,500
22' Tanzer, '72.....6,500	26' Clipper, '73&'74, inc p.h., 2 from.5,995	30' Pearson, '78.....34,950	36' Columbia '68 to '73, 3 from...39,500
22' Santana, '68.....5,500	26' Ariel, '65.....17,500	30' Lancer, '80, dsl inb, whl.....42,000	36' S2 11.OA, '79, anxious seller...67,500
23' Coronado, '74, trade-in, offer...6,000	26' Ranger, '72.....15,000	30' Cal 3-30, '71, 5 bags, exc. cond.37,500	36' Islander, '76, 2 from.....66,500
23' Ranger, '76, active class.....14,000	26' S-2, '78.....Offers	31' Pearson, '78.....44,950	37' Irwin, '80, great liveaboard....75,000
23' O'Day, '78, w/trl.....15,000	27' Cal 2-27, '75 to '78, 4 from.....25,000	32' Columbla 9.6, '77, dsl, whl.....41,995	37' Garden ketch, '66, one-of-a-kind69,900
23' Mark, '77, w/trl, motivated seller15,000	27' Catalina, '71 to '80, 4 from.....15,850	32' Vanguard, '63 to '65, 3 from....29,000	38' Ericson, '80, tri-cabin.....97,800
24' J, '78, w/trl, 6 bags of sails....14,500	27' Ericson, '76&'78, 2 from.....23,750	32' Traveller, '76to'78, dsl inb, 2 frm69,900	38' Downeast, '76.....74,000
24' Islander Bahama, '69, w/trl.....8,500	27' O'Day, '78, gd buy, dsl inb....26,000	32' Marieholm, '74.....44,500	39' Cal, '71, 7 bags.....69,500
24' Nightingale, '76&'78, 2 from...16,500	27' Newport, '76.....18,500	32' Targa, '78.....51,000	40' Caulkins, '63, classic, wood...45,000
24' Yankee Dolphin, '71, S&S, 2 frm11,500	27' Cheoy Lee OS, '64&'72, 2 from.23,000	32' Endeavor, '79, dsl, whl.....55,000	40' Valiant, '77, Perry's cruiser...125,000
24' Wylie Wabbit, '82, w/trl, exciting.8,000	28' O'Day, '79, dsl inb, whl.....32,000	33' Ranger, '74, anxious seller....47,500	47' Vagabond, '73, lvaboard cruise150,000
			50' Gulfstar, '79, ketch.....190,000

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I'm having a love affair and my wife picked her out... *The PASSPORT 40.*

"The first time my wife went into the Passport, she said,
'This is it!'

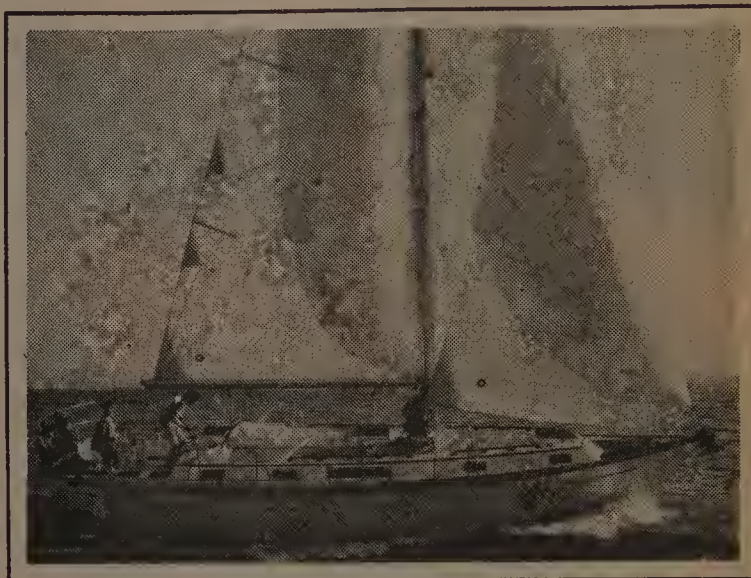
"We came back across the Potato Patch. It was absolutely
black. The waves were crashing...My wife said, 'I have a
lot of confidence in this boat...I'm comfortable. I trust this
boat.'

"All our experiences have been very pleasurable. The
service has been very good. The people at Passage Yachts
are very interested in satisfied customers."

—Joyce and Tom Wilson

"I love the boat. It's very responsive in light airs, stiff and
sea-kindly in a blow, *easy to single or short hand and fast*. It's
one of the finest boats I've ever sailed and I've done Bay,
coastal and ocean sailing for seventeen years."

—Larry Franz



"Frankly, we were surprised by the price. After looking at
all the brand name boats, we determined the Passport was
obviously the best boat, and the best boat for the money.

"Passport and Passage Yachts has phenomenal service.
They've been excellent.

"The Passport was the best cruising boat available from a
standpoint of stiffness, balance, and comfort.

"It's the perfect cruising boat and a great sailboat...It's good
for both purposes. No owner's remorse."

—Frank and Sally Grimmelmann

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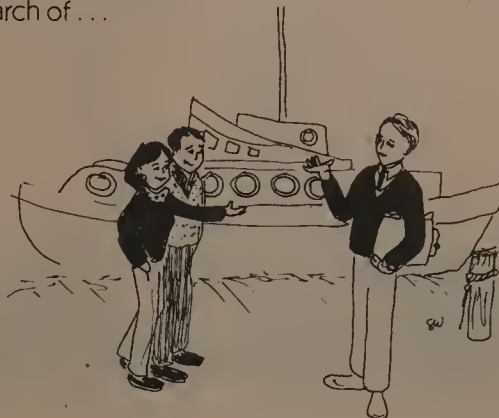
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COVER PHOTO: EDGAR BOLANOS
 "Feliz Ano Nuevo"
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QUEST FOR SAIL ...

Let us join Dottie and Harry Whitehull in their **Quest For Sail** ...

Last month, the Whitehulls outlined their boat needs to Ted Bumer, one of the professionals at Passage Yachts. Ted researched his computerized listings, made calls, and toured marinas. He located boats fitting the Whitehulls' profile. Join Ted, Dottie and Harry in search of ...

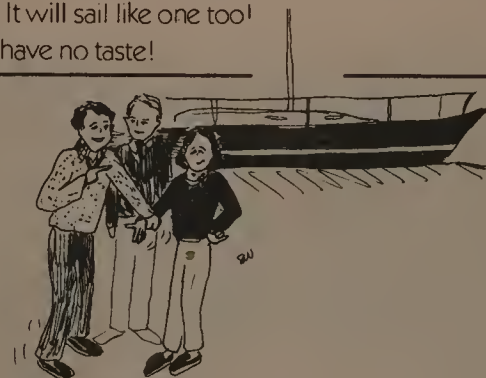


Ted: Dottie, here's the style of boat fitting your profile.

Dottie: It's great! Doesn't look like it will tip much. It's just like a condominium!

Harry: Yeah! It will sail like one too!

Dottie: You have no taste!



Ted: This is the style of boat you described.

Harry: Wow! What a machine!

Dottie: First off, too many strings, and secondly I refuse to use a bucket.

Harry: What about those things they advertise in Latitude ...

Dottie: You're nuts Harry.

Ted: Ahh, let's continue on ...



Ted: We better redefine and determine what each of you really feel is important.

Dottie: O.K. I'll take the Volvo and the portable jacuzzi.

Harry: I'll take the jacuzzi. You take the cat.

Ted: Ahh, I have a suggestion ...

Will Ted Bumer suggest the right boat or the right marriage counselor?
 Will Harry and Dottie find their proper yacht?
 Is there such a thing?

Tune in next month for the hopefully ending **Quest For Sail** ...

PASSAGE YACHTS
 POINT RICHMOND (415) 236-2633



PASSAGE YACHTS



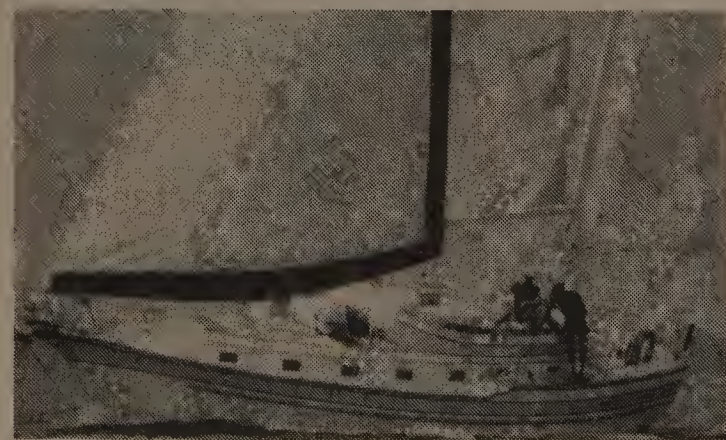
Freya 39 1978—The yacht "Golden Egg" is available at a price substantially below replacement value. The Freya is a proven globetrotter and has won prestigious races such as the singlehanded Transpac and 3 consecutive Sydney to Hobart races. Fully equipped with Radar, Weather Fax, Spinnaker gear and 6 sails, this Freya is ready to go. **\$115,000**



46' Morgan 1979—Extensively outfitted for off-shore cruising. Trimble Loran "C", Sat-Nav, Radar 24 Mile, Stevens SSB, Avon 6 man life raft, and Avon Dink with outboard is just a partial list of her equipment. At our docks, come aboard for a close inspection. Seriously for sale. **\$172,500**



Gulf Star 37 1978—An exceptional craft that has been lavished with TLC. Equipment and upgrading of this vessel is not only practical but is properly executed. New tanbark sails, roller furling, Loran C autopilot, Nav 5 system, etc. She is bristol and a must see. **\$85,000**



43' Endeavor 1979—A roller furling main, roller furling genoa and mizzen simplify sail handling aboard this American-built cruiser. She has sailed the East Coast and Gulf. Enjoy spacious liveaboard accommodations with 6'6" headroom and three cabins. Equipped with a stand-up refrigerator-freezer, combi, auto pilot, five sails and life raft. **\$149,500**

NEW YEAR'S SHOPPING LIST

23' RANGER, 1976, Cruised in Bay, very clean	13,250
23' VASHON POCKET CRUISER, 1980, Inside steering	24,900
23' RANGER, 1976, Race rigged	12,850
* 25' SANTANA 525, 1978, Race equipped	16,500
26' INT'L FOLKBOAT, 1969, Aries Vane very nice	16,500
26' PEARSON 26, 1975, Nice family cruiser	13,500
26' PEARSON ARIEL, 1965, Good starter boat	13,000
26' INT'L FOLKBOAT, 1972, Custom Equip., BMW Diesel	24,500
26' PEARSON ARIEL, 1966, Total refit + cruise gear	18,500
* 27' ERICSON, 1978, Very clean, owner transfer	28,500
* 27' SUN 27, 1977, Perry Design built in U.S., clean	23,000
27' CATALINA, 1973, Sharp, very clean, hard to find	16,750
27' CATALINA, 1971, Custom Features	17,000
* 27' COLUMBIA, 1978, 8.3 inboard, clean, roomy	28,500
27' C&C, 1981, Take over charter lease	47,500
27' O'DAY, 1976, Clean and sharp	22,500
27' ROYAL VIKING SLOOP, 1963, Wood Beauty	15,000
28' O'DAY 28, 1979, Wheel Steering, Diesel	32,500
28' PEARSON 28, 1977, Excellent condition	31,500
28' ISLANDER ATOMIC, 1977, 4 Main, 110, 150 Dewitt	31,000
* 28' COLUMBIA 28, 1967, Good Cruiser, clean	13,750
* 28' CAL, 1967, In our harbour, make offer	16,500
* 28' ISLANDER, 1977, Race equipped	34,000
* 28' HAWKFARM, 1978, Reduced	26,500
* 29' CAL 2-29, 1975, Diesel, Wheel, Rl. Furling	31,750
30' PEARSON DODGER, 1973, Auto Pilot	29,950
30' CATALINA, 1981, Diesel, Spinnaker Gear	37,500
30' HUNTER 30, 1978, Wheel, Diesel, like new	31,950
* 30' CONTEST, 1970, Dutch Built	24,500
* 30' SANTANA, 1976, Diesel, New Paint, Loran	35,000
30' ISLANDER MKII, 1971, Spin. Gear, Dodger	26,500
* 31' MARINER, 1970, Full keel ketch	45,000
* 31' CAL 31, 1979, Sharp with good gear	49,000
31' MARIAH 31, 1978, Blue water vessel	68,000
32' WESTSAIL 32, 1973, Full cruise gear liveaboard	57,000
32' PEARSON VANGUARD, 1963, New hull paint, clean	30,000
32' VANGUARD, 1965, Proven Cruiser	35,000

1220 BRICKYARD COVE ROAD

FEATURED BROKERAGE

FROM YOUR PERFORMANCE CRUISING CENTER



Morgan 41 1974—This yacht sparkles from lavish professional attention to every detail. Engine compartment is a joy to behold with a replaced Perkins 4-108 (25 hours). Equipped with forced air cabin heat, refrigeration, microwave, auto-pilot, Lewco charger and dinghy. Customized cabinetry and new upholstery spells comfort and practicality in three cabins. Cruisers and liveaboards, this is a must see. **\$89,500**



Sistership

Pearson 30 1973—A very well maintained one-owner boat. Custom dodger, autohelm pilot w/wind sensor, clock and barometer, dual batteries, cockpit awning, MOB pole w/horseshoe and drouge. Main with jiffy reef, 130%, 170%. Partial list. Call for details. **\$29,950**

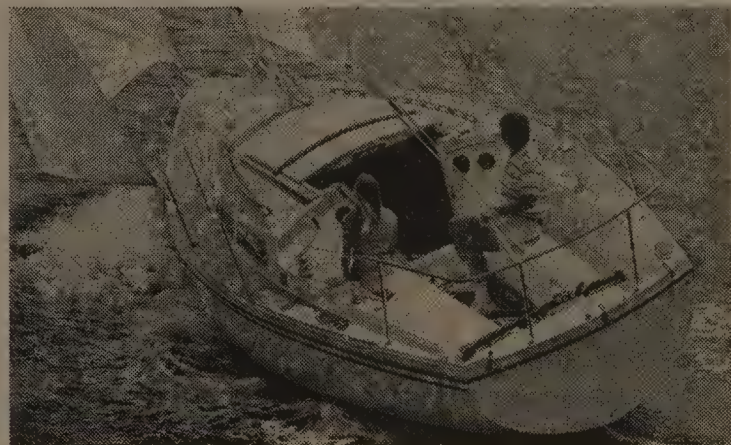
NEW YEAR'S SHOPPING LIST

- * 32' ISLANDER, 1977, Custom Features53,950
- 33' HUNTER 33, 1982, Like new, roomy interior44,000
- 33' CHEOY LEE CLIPPER KETCH, 1979, Loaded66,700
- 33' YAMAHA 33, 1979, As new, stiff Bay sailer51,000
- * 33' TARTEN 10, 197937,000
- 34' WYLE 34, 1980, Race equipped, Loran C65,000
- 34' PETERSON 34, 1980, Stiff Racer/Cruiser69,950
- 35' MARINER 35, 1966, Wood, well maintained49,500
- 35' FANTASIA, 1979, Cruise Ready84,000
- 35' ERICSON 35, 1975, 7 sails, new interior cushions ...49,950
- 35' ERICSON 35, 1976, Spinnaker Gear, Hull LPU55,000
- * 35' C&C 35 MKII, 1974, Race Ready, Loran C67,500
- 36' PEARSON, 1973, Ocean ready, life raft61,000
- 37' RAFIKI, 1980, Loran C, Sat Nav, S.F. berth92,000
- 37' GULFSTAR 37, 1978, Cruise equipped Tan Bark Sails .85,000
- 37' ENDEAVOUR, 1982, a beauty89,700
- 38' C&C, 1977, Race Ready, 18 bags, hydraulics, Asking .79,000
- * 39' CAL, 1971, Ocean Cruiser-Wind Vane70,000/OFFERS
- 39' FREYA 39, 1978, Radar, Weather FAX, new diesel ..115,000
- 39' "LOKI" YAWL, 1953, Total recondition120,000
- 40' C&C, 1979, Perfect condition129,500
- 40' C&C 40, 1979, Custom Signet 4000, 10 Sails105,000
- 40' KETTENBERG, 1961, Wood, South Pacific Veteran ..45,000
- 41' MORGAN, 1974, OutIsland Absolutely BRISTOL89,900
- * 41' OVERSEAS 41, 1975, Ketch, Cruise Ready69,000
- * 42' PASSPORT 42, 1980, Perfect condition127,000
- 43' ENDEAVOUR, 1979, Center Cockpit Ketch149,000
- 43' PORTOBELLO KETCH, 196499,000
- 44' PETERSON 44, 1974117,500
- 45' CSTM NEW ZEALAND KETCH, 1974135,000
- 46' MORGAN KETCH, 1979, Cruise equipped172,500

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*Located at Brickyard Cove

New Listings Invited



30' Catalina 1981—As new and fully equipped. VHF, Wind speed, Knotmeter, Depthsounder with alarm, Spinnaker gear, Diesel, Wheel, Hot and Cold pressure water, Safety gear, Main/w 2 Reefs, 110% jib and spinnaker. She's a beauty. Located at our dock.

\$37,500



28' Columbia 1967—A very good value. You will enjoy the benefits of new standing rigging and a new mainsail. A comfortable interior features six foot headroom, Pressure water, and a CNG stove. Lots of extra equipment including 110 volt outlets, battery charger, cockpit cushions, etc. Owner will trade for swing keel sailboat. **\$13,750**

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HANSA 33

This beautiful blue water cruiser is the smallest of the Hans Christian designs. But don't be fooled by it's exterior size, one step inside the cabin and you'll be convinced you're in a much larger yacht. Features include a queensized bunk, navigation station, head with shower staff, palatial salon, and a full sized double aft cabin. Combining the finest quality marine hardware and the beauty of quality crafted teak woodwork throughout, the Hansa 33 is an excellent example of the high Hans Christian standards.

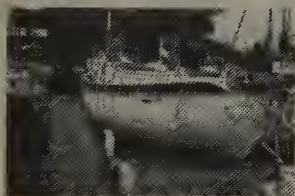


SAIL BROKERAGE LIST

20' Marieholm	10,950
20' Cal	5,000
22' Pyramid	6,950
24' Farr 7.27	14,500
24' Moore	16,500
24' San Juan	19,500
25' Bahama	10,950
25' Ericson w/trailer	from 13,500
25' O'Day w/trailer	16,500
25' Columbia 7.6	17,500
25' Pacific Seacraft	from 19,500
25' Merit — race ready	21,000
25' Yamaha	26,500
26' Clippor Marine PH	9,900
26' Ariel	18,500
26' Mull Pocket Cruiser	22,000
27' Buccaneer	11,950
27' Santa Cruz	21,950
27' Tartan	22,500
27' Vega	from 24,950
27' Morgan	25,000
27' Cheoy Lee	26,500
27' US	29,500
27' Orion	52,500
28' H-28	24,900
28' Spirit	39,500
28' Cape Dory	35,900
28' Islander	38,500
29' Trintella	Offers
29' Buccaneer 295	36,500
30' Islander	18,500
30' Cal	26,500
30' Rawson	from 23,950
30' Olsen	29,000
30' Hunter	from 34,900
30' Pearson	37,500
30' O'Day	from 43,500
30' Wilderness race ready	offers
30' Bristol 29.9	54,900
30' Fisher Pilot House	63,500
31' Golden Hind	35,000
31' Anglaman Ketch	37,500
31' Sea Eagle	55,000
31' Independence	49,500
31' Hershoff Cat Ketch	54,900
32' Ericson	32,900
32' Arles	39,500
32' Westsail	from 39,950
32' Hantucket Clipper	46,500
32' Southwind	49,500
32' Traveler	from 55,950
32' Islander	54,500
32' Pearson 322	59,950
33' Vanguard	29,500
34' Islander	53,000
34' Sea Spirit	45,000
34' Peterson	69,950
34' Fisher PH	89,000
35' Formosa	35,750
35' Flinsallier	39,500
35' Ericson	from 44,500
35' Rasmus	68,500
35' Yorktown C.C.	69,500
35' US Pilothouse	85,950
35' Fantasia	84,000
36' Palmer Johns'n Stdfstrom	59,500
36' Alden	59,950
36' Freeport Islander	from 109,995
38' Kettenburg	29,950
38' Farallon Clipper	46,000



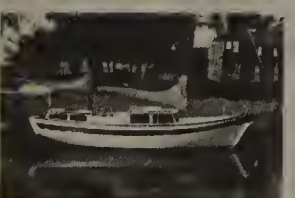
20' Cal. Unique among her sisters, this boat is set up for quick and comfortable bay sailing. An excellent investment at only \$5,000 with trailer. See Dave.



26' Ariel. Super investment opportunity in the blue water yacht. Some TLC and you've a quality cruiser. Owner ready & anxious @ \$39,950. Submit all offers.



30' Islander. An exceptional performance cruiser from Sweden. Outstanding speed and performance plus Swedish quality and beauty. A true pride of ownership boat. Contact Chet. \$88,000.



32' Westsail. A handsome and seaworthy center cockpit cruiser with walk through AFT cabin that's stocked to the bulwarks with extras. Owner most anxious — asking \$139,950. — Submit all offers. See Dave.



25' Yamaha. A very clean racer cruiser with diesel inboard. Fun for sailing on the bay. Asking only \$26,500. See Peter.



33' Nor West. A no nonsense off-shore cruising machine. Proven veteran, ready to take you to any Pacific port. Extensive inventory. \$69,950.



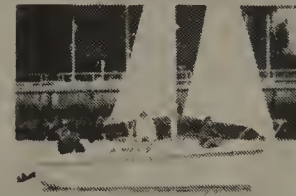
38' Globe. Pilothouse cutter, a yacht for comfortable & prestigious sailing to warmer climates & steady breezes. Owner is very anxious, asking \$109,000. Submit all offers. See Dave.



48' Mapleleaf. Combining a well thought out design with exceptional quality and beauty. A spacious, teak paneled interior gives the yacht an atmosphere of luxurious comfort.



30' Rawson. An exceptionally clean and well maintained blue water cruiser with considerable inventory. This yacht is ready for warmer climates and steady breezes. Asking \$28,000. See Dave.



35' Ericson. A single handers delight that's been maintained in beautiful condition. This yacht is a must see. Ask for Dave.



38T HC. This yacht is loaded with custom features which highlight this classical world cruiser. Priced to sell quickly at only \$105,500. See Peter.



24' San Juan. Like new condition. Fresh water sailed only w/tandem axle trailer. Sail the bay or any lake. A must see. Contact Mike \$19,500.

SAIL BROKERAGE LIST

38' Concubin	88,000
38' Alajuela	107,000
38' Globe	109,000
38' Hans Christian Trad.	from 105,000
39' Hans Christ'n Pilot House	149,000
40' Custom Wood	25,000
40' Rhodes	48,500
40' Challenger	83,000
40' Cheoy Lee Offshore Yawl	89,500
40' P.J. Standfast	from 90,000
41' Bennett Ketch	36,000
41' Islander	85,000
41' Morgan	from 104,900
41' Freeport Islander	139,900
42' U.S. Pilothouse	129,900
43' Hans Christian Trad.	from 120,000
44' Hansa Pilothouse	189,950
44' LaFitte	217,000
45' New Zealand Ketch	135,000
46' Kelly Peterson new demo	175,000
47' Vagabond	149,950
54' Sampson Ferro cement	72,000

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'INDIAN SUMMER'	120,000
40' Holland 2-tonner	
'MATRIARCH ex AGAPE'	135,000
40' Custom Ericson Flush Deck	
'MAOCAP'	79,000
41' Carter 2-ton Sloop	
'SABER'	125,000
43' Peterson	
'CHAPPARAL'	155,000
44' Swan 441	
'BAT'	225,000
46' Tertian	
'YAHOO'	155,000
46' Frers	
'ARIETO'	175,000
46' Custom Holland Admirals Copper	
'ARIES'	190,000
47' Dubois	
'DYNAMO'	265,000
53' Frers	
'ENCOUNTER'	360,000
57' Swan	
'DILIGENCE'	340,000
65' Swan Ketch	360,000

POWER BROKERAGE LIST

24' Vashon	\$24,950
32' Pacemaker	29,000
34' Chris Sedan	16,500
34' Fiberform	63,000
37' California	79,000
42' Matthews Tri-Cabin	52,500
45' Stephens 1928 Classic	38,000
48' Monk Comm.Fish	135,000
57' Chris Craft MY	167,000
60' Custom Aluminum MY	360,000
65' Custom Charter	300,000

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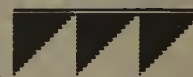
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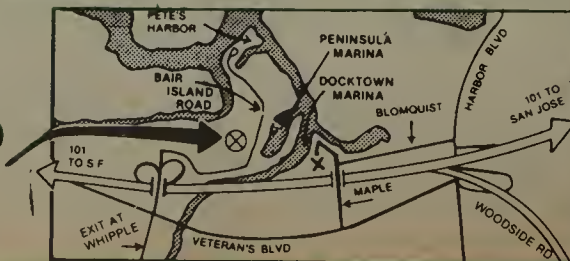


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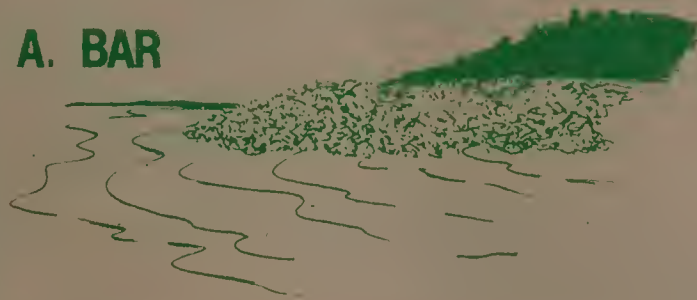
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Selected Brokerage

SAIL

14' 1976 Pintail	\$1,200
14' 1976 Force 5	1,700
16' 1972 Hobie Cat	Offers
16' 1974 Hobie Cat	3,200
16' 1980 Hobie Cat Sloop	Offer
18' 1979 Hondo Jet	6,000
18' 1980 Whitecap Sloop	3,500
18' 1980 Windrose Sloop	8,000
20' 1966 Cal Sloop OB	5,600
21' 1971 Clipper Sloop 7.5 HP	4,000
22' 1968 Santana Sloop	5,700
22' 1975 Chrysler Sloop OB	7,495
22' 4" 1971 Cal Sloop OB	7,500
23' 1970 Ericson, Sloop 6.0 HP	6,800
24' 1974 San Juan Sloop, 7.5 OB	16,000
24' 1968 Islander Bahama Sloop	6,000
24' 1979 Nightingale Sloop 7.5 HP	15,500
24' 1976 Northstar Sloop 4 HP	15,000
25' 1979 Buccaneer Sloop 7.5 HP	15,000
25' 1980 Cal 25 Sloop 11 INB	22,500
25' 1967 Coronado Sloop 6HP	7,900
25' 1980 Merit Sloop	21,950
25' 1978 Yamaha Sloop Diesel	19,000

26' 1975 Pearson Sloop, 15 HP OB	13,500
26' 1979 San Juan 15 HP OB	18,000
26' 1977 Chrysler Sloop, Diesel	20,000
26' 1973 Ranger Sloop, OB	14,500
27' 1978 Balboa Sloop	Offers
27' 1980 Catalina Sloop, Gas IB	24,000
27' 1977 O'Day Sloop, Gas IB	21,000
27' 1964 Royal Viking Sloop, Gas IB	17,500
28' 1977 Lancer W/trailer Sloop	17,500
29' 1962 Rhodes Ranger Sloop	16,500
30' 1969 Alber/Pearson Sloop	25,000
30' 1976 Catalina Sloop, Diesel	35,000
30' 1979 Lancer MK IV Sloop	35,000
30' 1978 Hunter Sloop, Diesel	33,500
31' Mariner Herreshoff Ketch	37,500
31' 1978 Cal Sloop, Diesel	Offers
32' 1972 Westsail, Diesel	57,000
33' 1977 Yamaha Sloop Diesel	53,500
36' 1978 Islander Sloop Diesel	74,500
36' 1959 Lapworth Sloop Diesel	39,500
36' 1973 Custom Mull Diesel	49,000
36' 1980 Hunter Sloop Diesel	61,500
40' 1974 Challenger Sloop Diesel	94,000
42' 1940 Alden Cut Diesel	49,000
43' 1976 Westsail Ketch Diesel	145,000

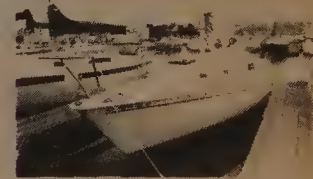
44' 1976 Peterson Cutter, Diesel	115,000
47' 1974 Olympic Adventure Ketch	128,500
50' 1975 Gulfstar Ketch Diesel	190,000

POWER

17' 1954 Chris Craft Run, Gas IB	\$5,000
22' 1978 Sea Ray Srv 220 I/O	12,000
24' 1979 Sea Ray Cruiser 270 Volvo	20,000
25' 1979 Farlane Cruiser	29,500
26' 1977 Reinell Cruiser, 235 HP	19,995
28' 1979 Chris Craft Cruiser, 225 HP	34,000
34' 1977 Executive Fiberform Crsr	62,500
34' 1963 Owens Cruiser Gas I/O	26,000
37' 1972 Calif. Trawler	69,950
38' 1966 Chris Craft Roamer	43,900
38' 1929 Cruiser, Chrysler	39,000
41' 1967 Hatteras Sportfish	79,000
42' 1958 Steel Cruiser	45,000



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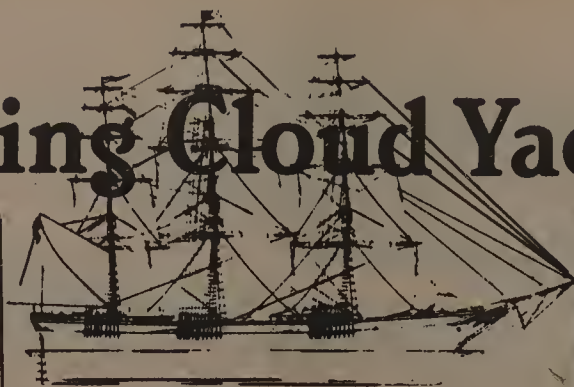


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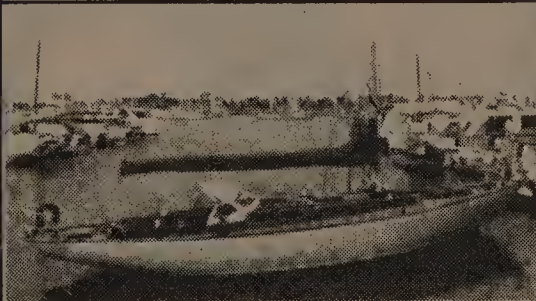
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44' Custom Steel Cutter.....	Offers
40' Lapworth, sloop, 1961, WD, SD.....	135,000
40' Enderlein sloop, 1957, WD.....	98,500
50' Kettenberg . . . we have two!.....	115,000
48' Alden ketch, 1975, WD, D.....	130,000
47' Herershoff ketch, 1969, FGW, SD.....	98,500
47' Alden ketch, 1972, FG, SD.....	195,000
46' Kettenburg sloop, 1969, WD, SD.....	119,000
45' Gibb & Assoc. cutter, 1979, FG, SD.....	149,500
45' Freedom ketch, 1974, FG, SD.....	140,000
45' Custom Mull sloop, 1982, FG, SD.....	198,000
45' Columbia sloop, 1974, FG, SD.....	198,000
43' Hans Christian ketch, 1981, FG, SD.....	129,500
43' Hans Christian ketch, 1976, FG, SD.....	148,000
42' Westsail cutter, 1978, FG, SD.....	135,000
42' Pearson 424 sloop, 1980, FG, SD.....	138,900
41' Yankee Clipper ketch, 1978, FG, SD.....	78,000
41' Morgan OI sloop, 1975, FG, SD.....	89,000
41' Lord Nelson cutter, 1982, FG, SD.....	145,000
41' Freeport ketch, 1978, FG, SD.....	143,000
41' CT Pilothouse ketch, 1974, FG, SD.....	99,500
41' CT Aft Cockpit ketch, 1973, FG, SD.....	93,500
41' Cheoy Lee Offshore ketch, 1976, FG, SD.....	115,000
41' Lord Nelson cutter.....	125,000
40' Sparkman & Stephens sloop, 1964, WD, SD.....	55,000
40' Mariner ketch, 1971, FG, SD.....	79,500

39' Hans Christian CTPH, 1982, FG, SD.....	149,000
38' Hans Christian cutter, 1981, FG, SD.....	109,500
38' Hans Christian cutter, 1980, FG, SD.....	119,000
38' Hans Christian cutter, 1976, FG, SD.....	89,900
38' Catalina sloop, 1980, FD, FG.....	63,500
38' Catalina sloop, 1979, FG, SD.....	67,000
37' O'Day sloop, 1979, FG, SD.....	67,500
37' Fisher MS, 1978, FG, SD.....	125,000
36' Pearson sloop, 1980, FG, SD.....	91,500
36' Islander sloop, 1976, FG, SG.....	62,000
36' Hans Christian CT, 1977, FG, SD.....	94,900
36' Freeport sloop, 1978, FG, SD.....	120,000
32' Roughwater sloop, 1975, FG, SD.....	34,000
30' Baba cutter, 1978, FG, SD.....	59,000
30' Atkins sloop CT, 1935, WD, SG.....	25,000

POWER

65' Sparkman & Stephens Trawler, '60, WD, TD.....	\$150,000
60' Stephens, FDMY, 1964, WD, TD.....	395,000
55' Chris Craft Connie.....	125,000
53' Hatteras, 1979, Convert.....	395,000
52' Monk, Crs., 1970, FG, TD.....	235,000
52' Chris Tri-Cab, Motoryacht, '53, WD, TD.....	85,000
48' Pacemaker, SF, FG, TD. . . have 2 starting at.....	170,000
47' Stephens, Motoryacht, 1957, WD, TD.....	73,000
44' Marine Trader, Trwl, 1979, FG, TD.....	139,500
43' Viking, AC, 1978, FG, TD.....	256,000
43' Trojan, FBMV, 1969, WD, TD.....	89,500
42' Pacemaker, SF, 1971, WD, TD.....	73,500
42' Grand Banks, Trwl, 1972, WD, TD.....	125,000

42' Bertram, 1976, Convert.....	210,000
41' Roughwater, Trwl, 1979, FG, SD.....	85,900
41' Hershine, Trwl, DC 1979, FG, SD.....	99,500
40' Viking, FBSF, 1974, FG, TD.....	130,000
40' Tollycraft-Coho, TC, 1972, FG, TD.....	115,000
40' Pacemaker, FDMY, FG, TD.....	117,000
38' Viking, SEDSF, 1970, WD, TG.....	45,000
38' Trawler, 1972, WD, TD.....	60,000
38' Pacemaker, SF, 1964, WD, TD.....	59,900
38' Chris Craft, SF, 1965, WD, TD.....	32,000
38' Californian Trwl, 1975, FG, TD.....	98,500
37' Owens/Aft Cabin, MY, 1966, WD, TG.....	45,000
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37' Egg Harbor, FG SED, WD. . . 2 starting at.....	55,000
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35' Pacific Bluefin, FBSF, 1980, FGW, TD.....	113,000
35' Chris Connie, FB SED, 1957, WD, TG.....	37,500
34' Tollycraft, FB SED, 1972, FG, TG.....	49,900
34' Pacemaker, 1967, DC, WD, TG.....	32,000
34' Californian, 1978, SED, FG, TD.....	79,500
33' Trojan-10 MTR, 1983, EXP, FG, TG.....	110,000
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33' Laguna, 1973, FBSF, FG, TD.....	60,500
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33' Chris Craft S.F.....	69,000
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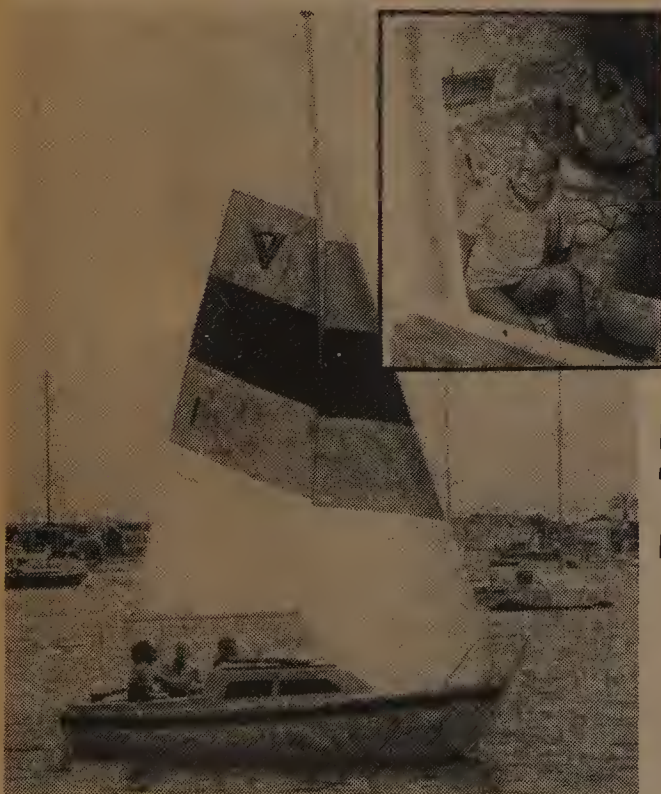
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Cal 25, 1980: Very little time on this one — approximately 25 hours on the diesel — \$23,500.

SELECTED BROKERAGE:

Size	Manufacturer	Year	Price	Size	Manufacturer	Year	Price	Size	Manufacturer	Year	Price
SAIL											
21'	Burns	1982	14,900	2-30'	Cal	1968	29,000	37'	Swan	1972	89,000
21'	Wilderness	1978	10,600	30'	Un-30	1980	25,000	38'	Farallone Clipper	1957	65,000
21'	Yngling	1972	3,995	30'	Windjammer	1978	24,500	39'	Crocker	1964	65,000
24'	Moore, 3 from	1976	13,000	30'	Erickson	1968	32,500	40'	Olson 40	1982	140,000
24'	Yankee Dolphin	1970	12,500	30'	Olson, 3 from		25,000	41'	Freeport Islander	1980	125,000
25'	Santana 525	1980	offer	30'	Custom		22,500	50'	Offshore	1972	185,000
25'	Catalina	1979	15,500	30'	Islander	1976	29,500	50'	Santa Cruz	1981	200,000
25'	Cal Diesel/reduced	1979	23,500	31'	Cal 31	1980	55,000	58' 11"	10 Meter	1928	200,000
26'	Pearson Ariel	1963	10,000	32'	Custom (Third-Reef)	1978	33,500	SAIL/MULTI-HULL			
27'	Cal	1971	16,500	33'	Wylie	1979	75,000	38'	Brown	1971	59,000
27'	Express	1982	29,500	33'	Ranger	1977	46,500	40'	Multi	1974	45,000
27'	O'Day	1976	23,900	34'	Islander	1980	53,000	POWER			
27'	Santa Cruz		19,950	35'	Santana	1981	66,950	24'	Skipjack — turbo	1980	40,000
28'	Maire	1982	28,500	35'	Erickson	1974	46,000	26'	Shamrock — turbo	1980	37,500
30'	Catalina	1979	33,000	35'	Coronado	1971	40,000	47'	Monk	1962	95,000
				424	Pearson	1980	149,950				

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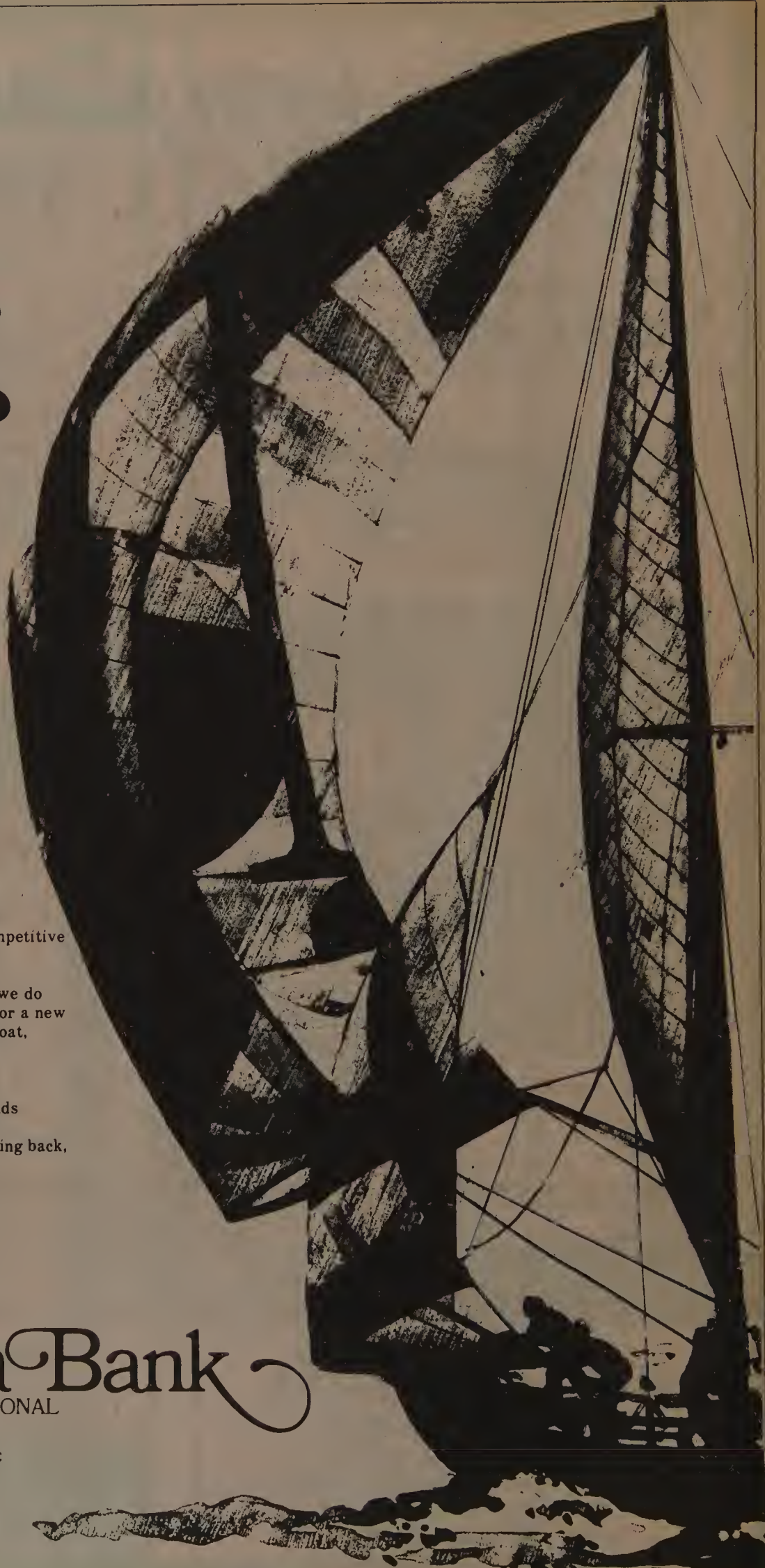
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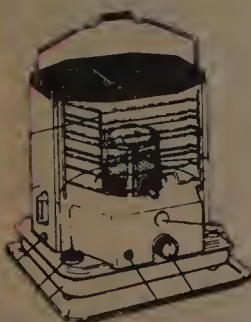
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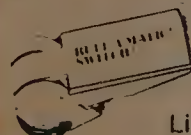
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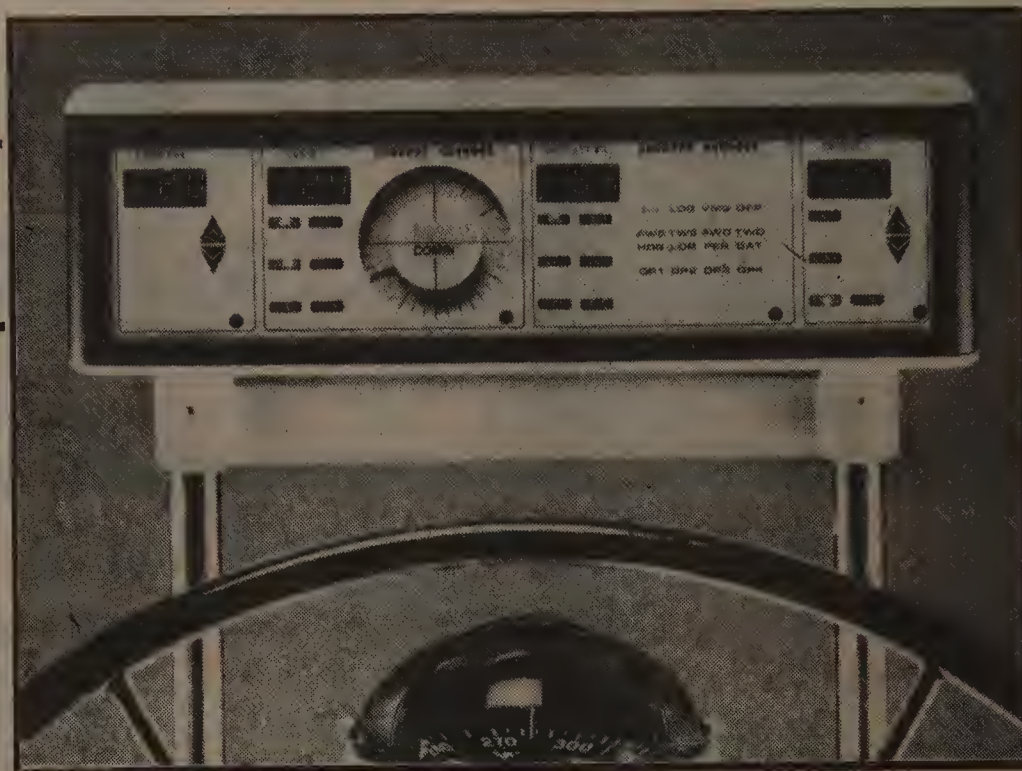
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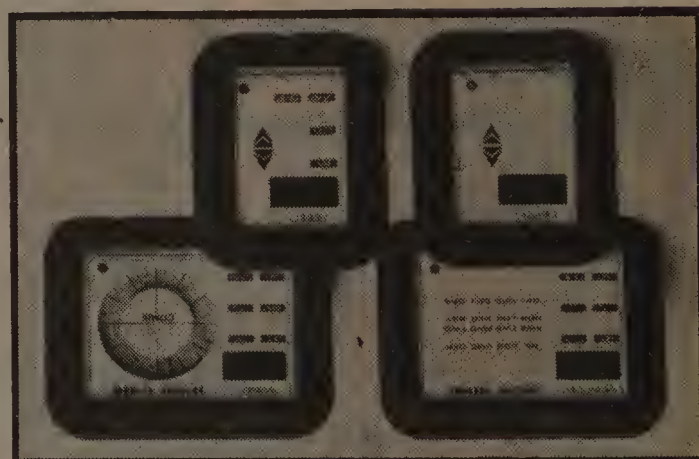
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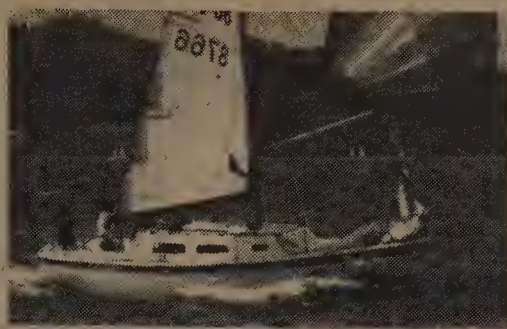
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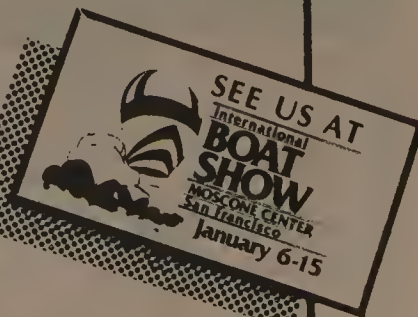
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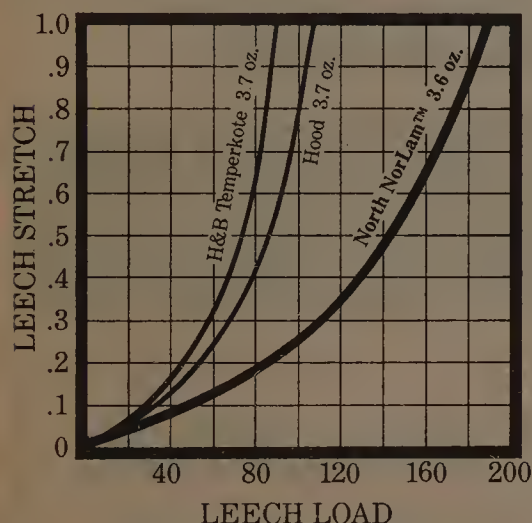
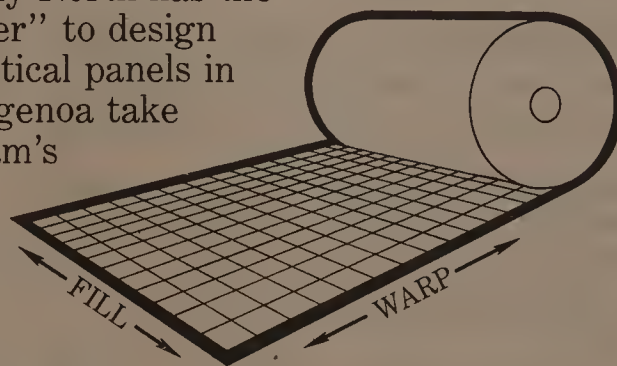
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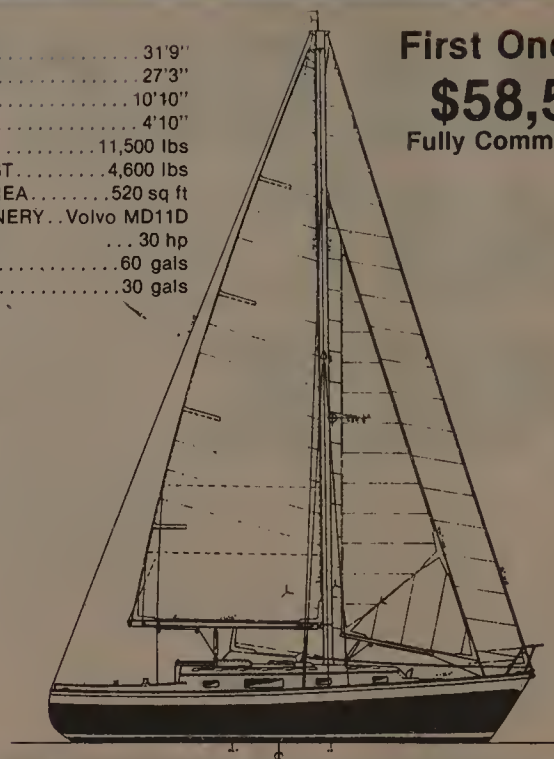
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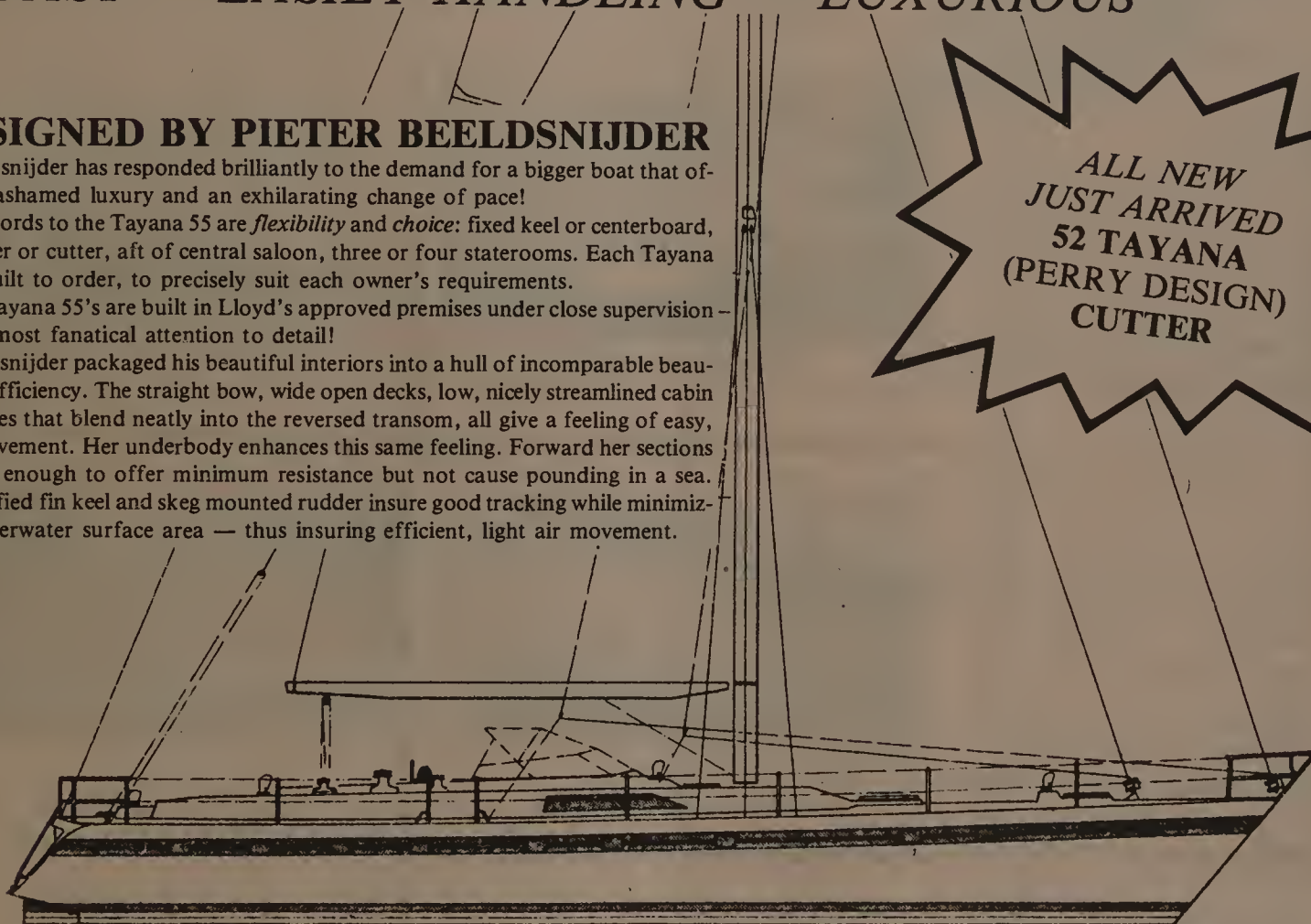
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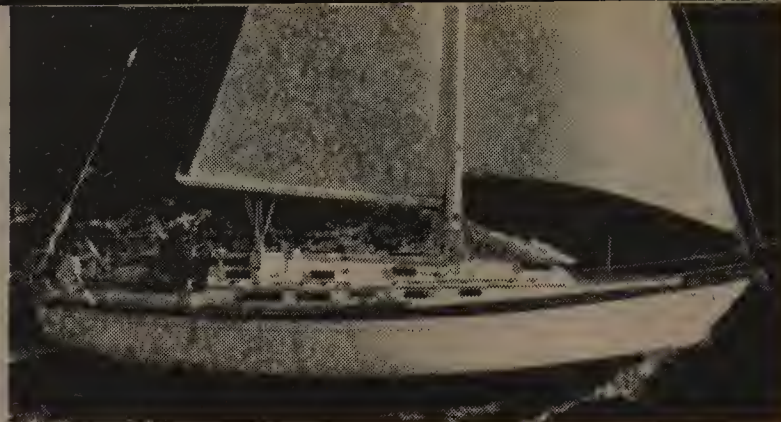
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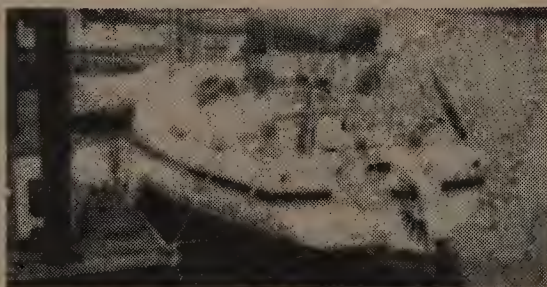
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CHEOY LEE / PEDRICK 41

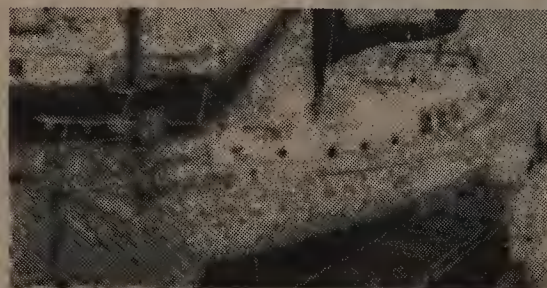
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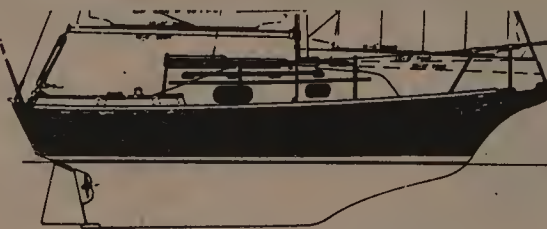
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QUEEN 44 — BY FRERS
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CALENDAR

Non-Racing

January 1 — Claus Von Wendel invites all *Latitude 38* readers to a New Year's Eve party on the 180-ft former Green Peace ship *Ohana Kai* in Berkeley's North Sailing Basin. She's at anchorage, so you'll have to either swim or sail out. Happy New Year! .

January 1 — 13th annual rounding of Alameda sponsored by the Metropolitan YC, open to any boat not drawing more than seven feet. 9 a.m. Open house at the Metropolitan YC all afternoon to bring in the New Year. Call Dr. Charles Ormond (415) 444-3678.

January 3 — Classes in Coastal Piloting and Celestial Navigation begin at the College of Alameda. Free evening classes to learn new skills and expand your mind. Call the Admissions Office at (415) 522-7221.

January 4 — Singlehanded Sailing Society TransPac Seminar on equipment — electronic and SatNav, solar panels, radar detectors and more. 7:30 p.m. at the Oakland YC. Ants Uiga (415) 326-6741 (d) or 658-1194 (e).

January 6-15 — NCMA International Boat Show at the Moscone Center, San Francisco. Over \$10 million in boats, motors, etc. with over 300 manufacturers represented. See you there. Call Carol Ramey (415) 436-4664 for more information.

January 13-22 — San Francisco Sports and Boat Show at the Cow Palace. More boats, more booms, more booths. (415) 931-2500.

January 14 — Sea Breeze YC CPR Seminar open to all. Potluck dinner to follow. Contact Dennis Rinehart at (415) 834-1726 for registration details.

January 18 — Cass' Marina will show the official 1983 America's Cup film from the New York YC at the Sausalito Cruising Club, 7 to 10 p.m. Electricity should be back on at the club by this date! Call Cass' for more information (415) 332-6789.

January 18 — Santana 22 Fleet sponsors three racing seminars on strategy and tactics to help newcomers and middle of the fleet crews catch up with champion Jim Lindsey. 7:30—9:30 p.m. at the Island YC. Also February 15 and March 21. Ann O'Rourke (415) 521-1394.

January 18 — Full moon tonight. Great night to go sailing if it doesn't storm.

January 21 — Slide show and discussion for the third annual Sloop Tavern YC's Jack and Jill race to Hawaii to be held in the summer. 7 p.m. at the Corinthian YC at Shilshole Marina in Seattle, Washington. Suggestions, answers to questions, and a crew/skipper availability list. Randy Mueller (206) 784-5437 (e).

January 28 — First of three seminars for preparing for the Pacific Cup Race. Topics on provisioning, electronics, first aid, sail selection and just about everything else. At the Ballena Bay YC and open to anyone. Also February 4 and 18. \$35 per seminar, or \$90 for the series. (415) 523-0612.

January 29 — Sunset Sailing Seminar from 2:30—5 p.m. on C-15's by the U.C. Aquatic Center at the Berkeley Marina. \$15. Call California Adventures at (415) 642-4000 for more information on sailing into the sunset.

February 4 — Fremont Sailing Club's Famous Crab Feed. \$14 for all you can eat. Find out what the Fremont sailors are like. 6:30 p.m. at the Newark Pavillion in Newark. (415) 792-0341 for more information.

February 9 — "The Shape of Speed" will be shown by Scott Easom at the Island YC in Alameda. 7:30 p.m. — free to Women's Racing Association members; \$2.50 for non-members. Glenda Carroll (415) 282-7912.

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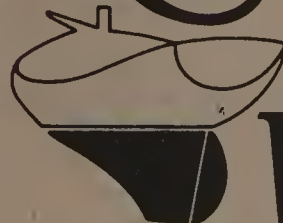
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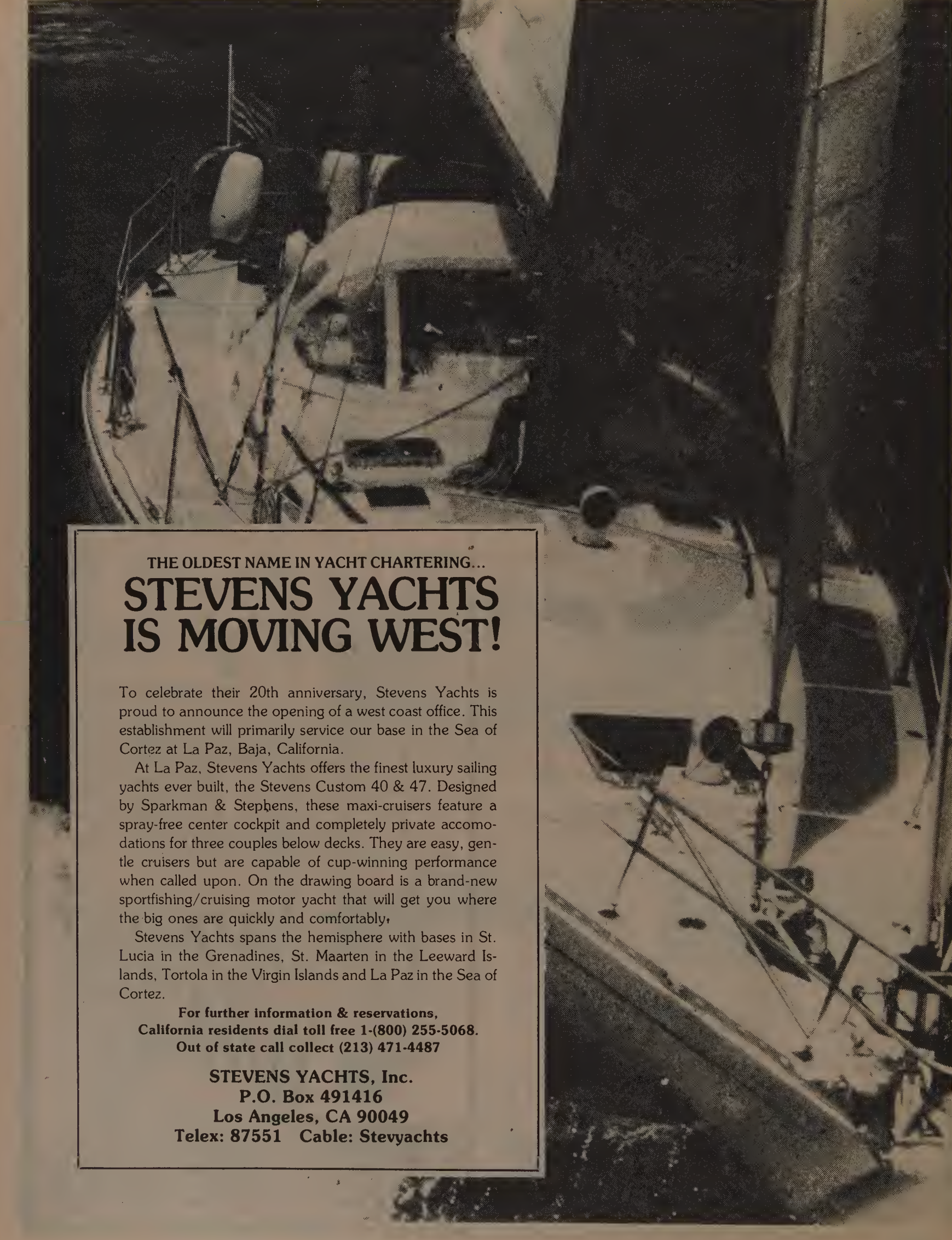
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CALENDAR

February 25 — Master Mariners meeting at the Berkeley YC at 6 p.m. Potluck and slides of some of the Master Mariner boats. Open to anyone interested in the Master Mariners Association. John Walters (707) 745-3388.

Racing

January 7 — 1983 America's Cup video to be shown at the Sausalito Cruising Club following dinner at 5:30 p.m. Video tape of that day's Cruising Club's midwinter race — if it's not cancelled! (415) 332-9349.

January 21 — 11th annual Berkeley YC Chowder race. Second of three races, open to anyone — a fun affair with hors d'oeuvres, maybe even chowder. Bobbi Tosse (415) 939-9885.

January 22 — Singlehanded Sailing Society's Three Bridge Fiasco. Start off Golden Gate YC and round Crissy Field Buoy, Red Rock, and Treasure Island in any order or direction. Handicapped start — slow boats first, and all finish together — not literally, no crashes allowed. Skippers meeting January 18, 7:30 p.m., Oakland YC. Call Ants Uiga at (415) 326-6741 (d) or 658-1194 (e).

January 22 — San Francisco YC sponsors the Women's Racing Association race. Call Marcia Peck for further information (415) 433-3877.

January 28 — YRA Race Management Committee Seminar, 9 a.m. at the St. Francis YC. For race committee members and anyone interested. (415) 771-9500.

January 28 — San Diego to Manzanillo Race. Record turnout expected for this IOR run to the sun followed by MEXORC. (619) 222-1103.

February 11 — First race of Encinal YC's Jack Frost Warm-Up Regatta. Also February 25, March 10 and 24. For all boats rating PHRF — hot toddlers to follow at Encinal YC. \$15 for the series. Call (415) 522-3272 for information on how to enter.

February 25 — First Spring Whale Chaser race sponsored by the Ballena Bay YC. Also March 10 and 24, April 7 and 21. Use this spring tune-up series as a warm-up for the YRA season. Five races, one throw-out. \$5 entry fee per race or \$20 for the series. Glenn Miller (415) 523-5438 (h) or 869-2780 (w).

March 1 — Baja-Ha Race Week. Fun in the Mexican sea and sun. For information, call Race Week Chairman-for-Life Bill at (415) 232-7337 or tune into the La Paz net.

Midwinter Series — Metropolitan YC: 1/14-15, 2/11-12; 771-9500. Golden Gate YC: 1/8, 2/5, 3/5 (make-up date); 771-9500. Corinthian YC: 1/21, 2/18-19; 331-8379. Sausalito Cruising Club: 1/7, 2/4, 2/25, 3/3, 3/27; 332-9349. Richmond YC: 1/29, 2/26; (707) 642-9870. Sausalito YC: 1/15, 2/12, 3/11; 332-7400.

All of the above races are open to the public. Some clubs have their own series for members only, so check with your club's race chairperson.

Please send your calendar dates by the 18th of the month to Latitude 38, P.O. Box 1678, Sausalito, CA 94966. Send early, send often, but please only one announcement per page!

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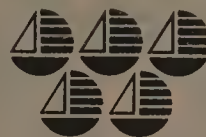
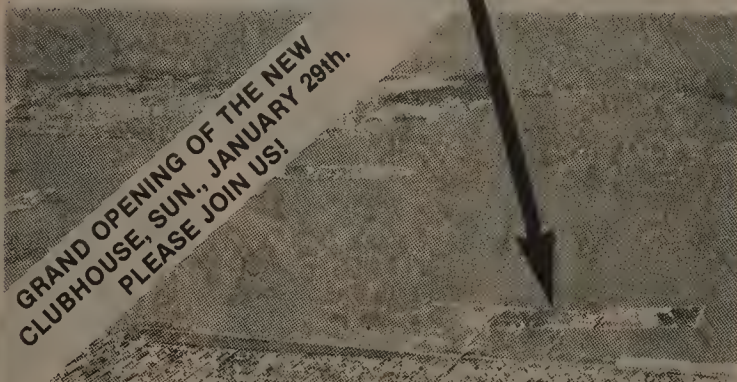
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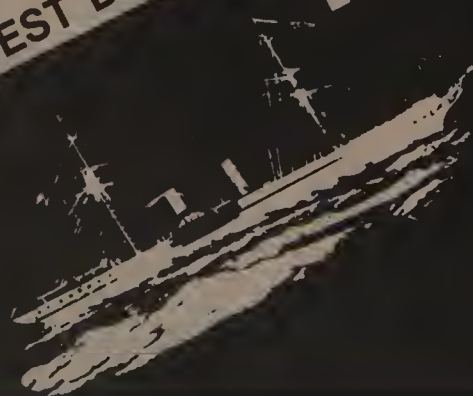
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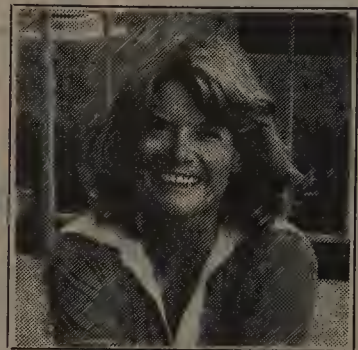


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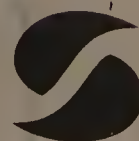
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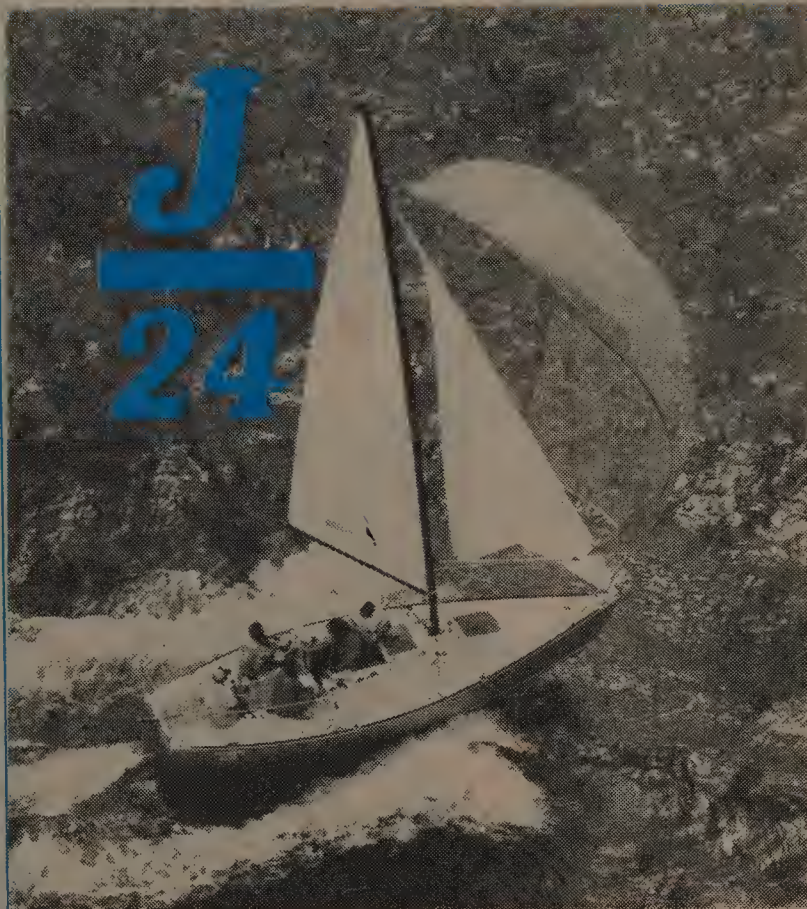
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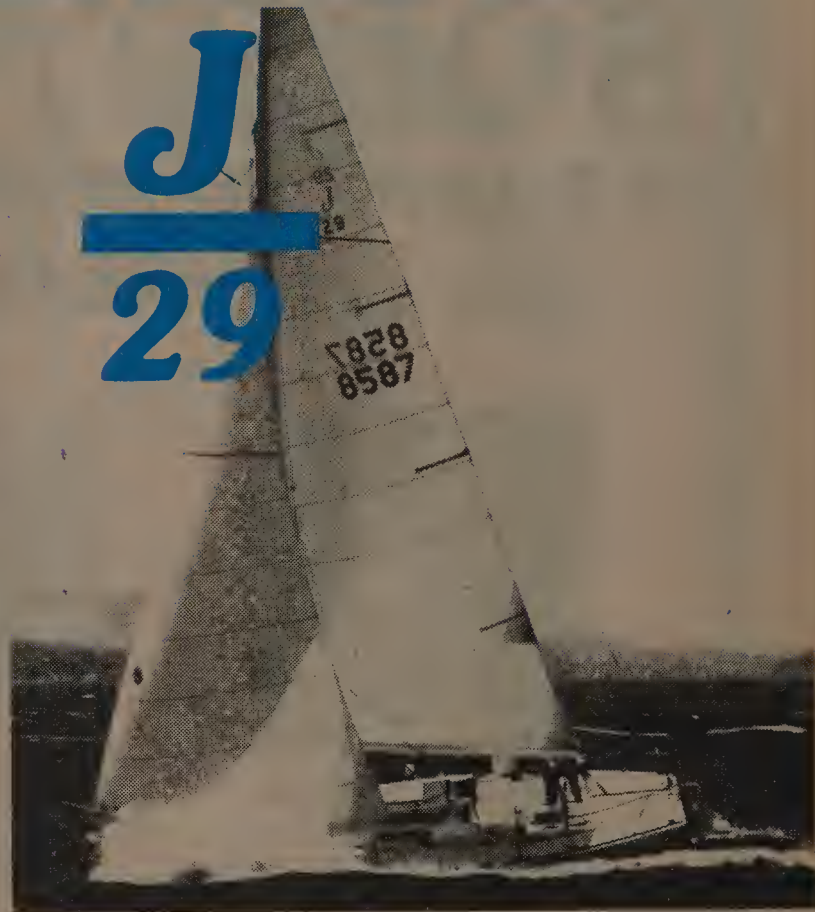
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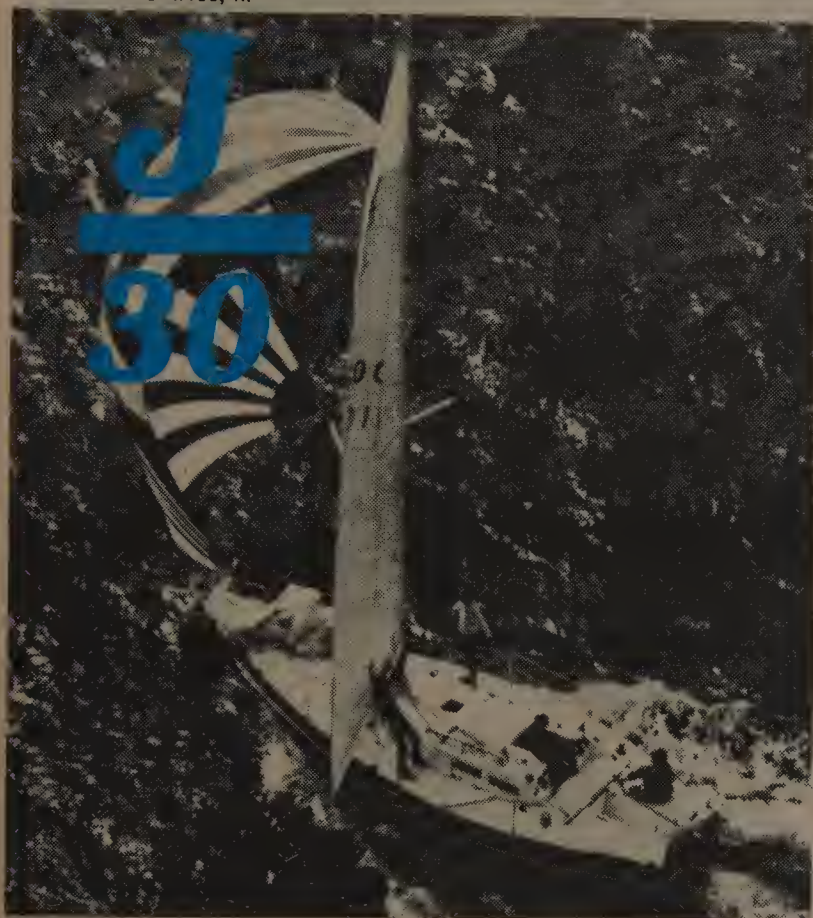
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SUC•CESS (sek ses), *n.* 1. the favorable or prosperous termination of attempts or endeavors. 2. the attainment of wealth, position, honors, or the like. 3. a successful performance or achievement: *The play was an instant success.* 4. a thing or a person that is successful: *She was a great success at the party.* 5. *Obs.* outcome. [*◀L success(us)* (*n.*) deriv. of (ptp. of *succedere*; see **SUCCEED**), equiv. to *suc-* **SUC-** + *cessus* (*ced-* come, go + *-tus* ptp. suffix)] —**suc•cess-less**, *adj.* —**suc-cess-less•ly**, *adv.* —**suc•cess-less•ness**, *n.*

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J
22

J
24

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29

J
30

J
35

J
36

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41

Marina Village Yacht Harbor



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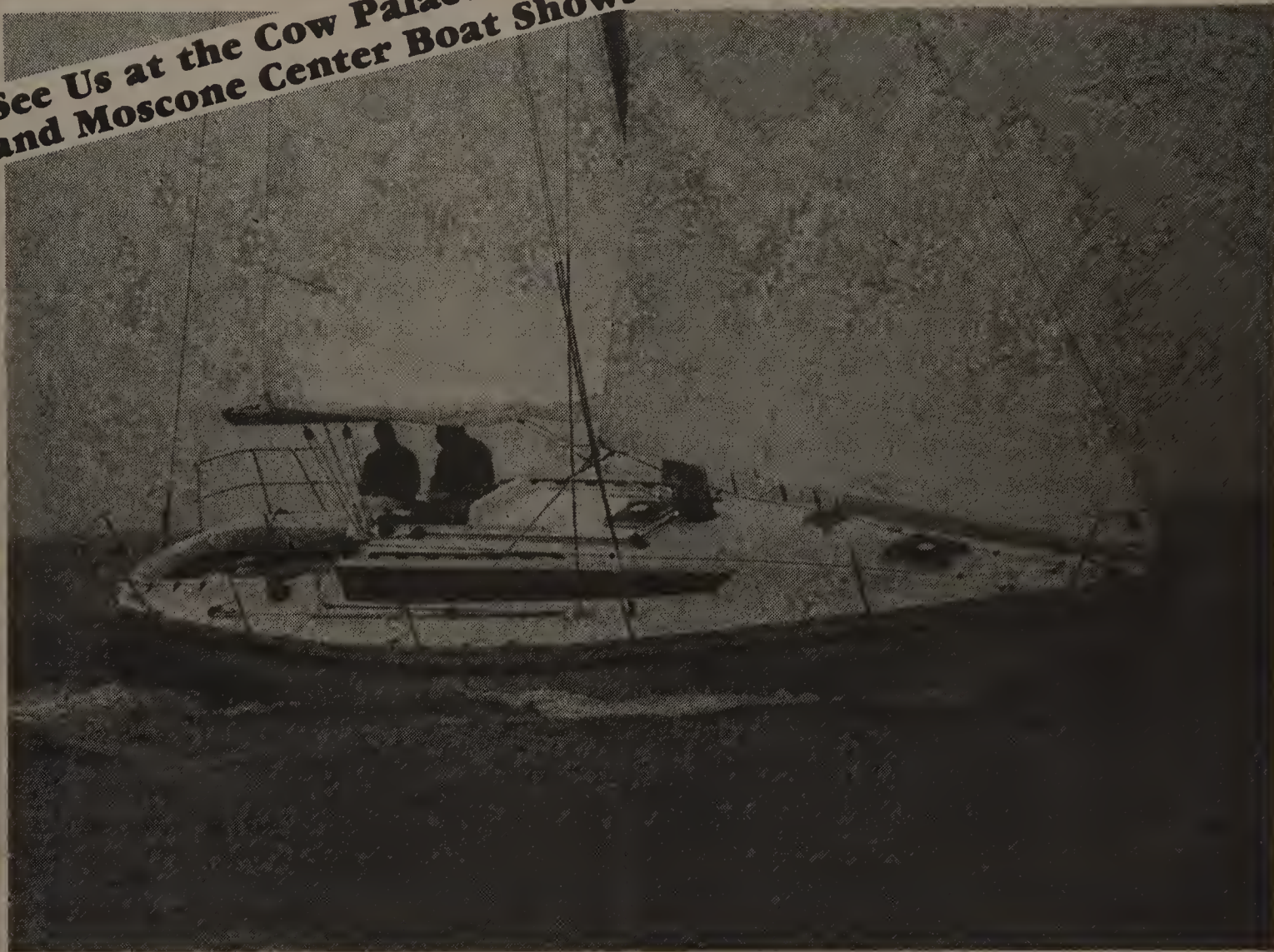


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Come by today for more information on these beautiful French yachts.

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In it's first steps into the sailing market, the Hotfoot 27 has left an amazing track record.

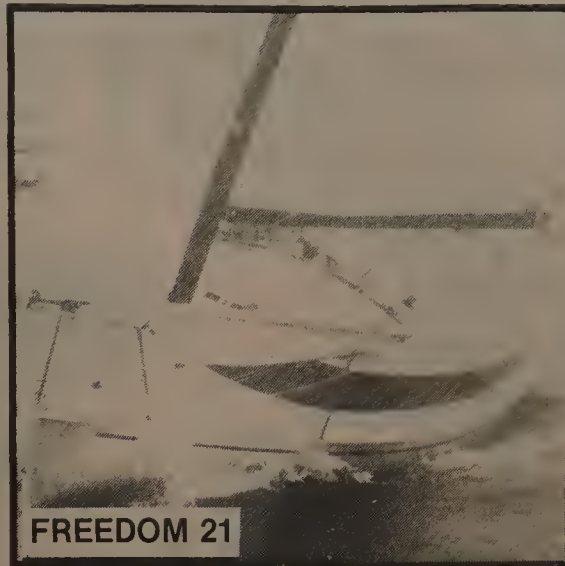
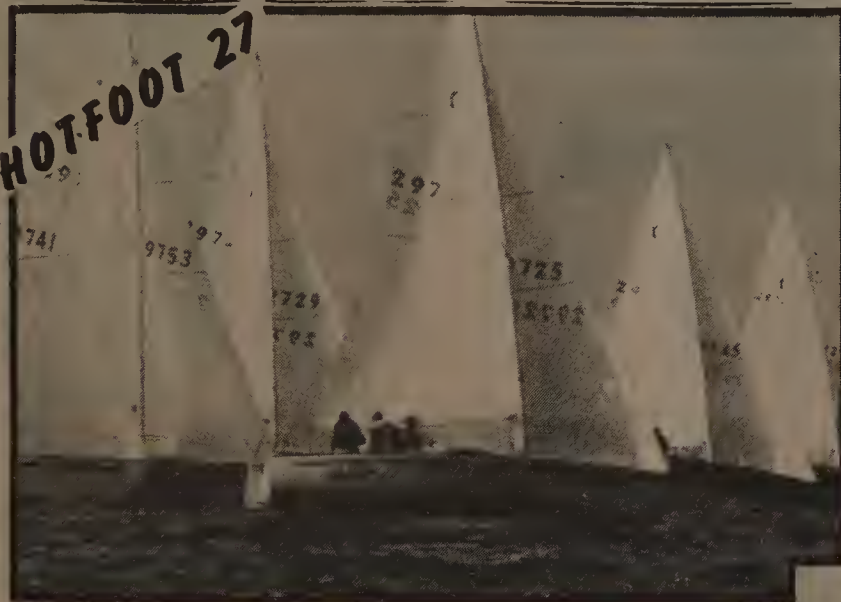
In racing it took first in three major handicap regattas; 15 firsts. This easily handled and extremely responsive sailboat allows almost anyone with a minimum amount of capabilities to be race competitive and win!

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The new Freedom 21 is the perfect yacht for single-handed sailing. Made for ease-of-handling, the Freedom 21's simple design allows all the main sailing procedures to be executed from one location, the cockpit. Reefing, raising and lowering the sail, setting and dousing the spinnaker, can easily be accomplished by one person. But don't think that is all there is room for. The roominess of the cabin is more than adequate to allow comfort for a whole crew.

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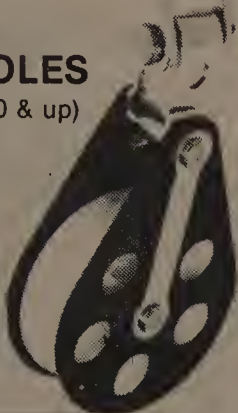
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LETTERS

□ BETWEEN NOVEMBER AND APRIL

This is a letter of warning or advice, whatever you'd like to call it.

I've been a sailmaker here in the Bay Area for 37 years, and I've been sailing here for a lot longer than that. The old-timers that taught me to get my sails off my spars and my big boat covers off when winter storms came sure knew what they were about.

I hate to be critical but somebody has to say it. When I stand on the dock this winter — and the past two winters as well — and watching roller furling headsails and mainsails blowing themselves to pieces, I just can't believe my eyes. Do their owners think these sails are going to stay rolled up in winds much over 60 knots? If they did stay rolled up, they were lucky.

Nowadays such sails are set on aluminum extrusions rather than their own luff wires, and are easy to remove and stow away. Why don't the owners do that? Perhaps it is too easy.

We build sails and we repair sails. Repairing that type of damage is sometimes impossible and no fun, but quite profitable. Even so between November 1 and April 1, you should take your roller furling sails down.

Peter M. Sutter
Sutter Sails
Sausalito

□ ONE MORE STRAP

This is probably the hardest letter I've ever been compelled to write. But if it can save someone else's life, it will have been worth it.

On November 18, my husband, Al Laws, and I set sail for Mexico. We were accompanied by our two friends, Dick Page and Ed Howard. Later a member of the Coast Guard would say he had rarely seen a vessel so well equipped with safety gear, and wished that all cruisers were as prepared before setting out to sea. Yet on November 25, the day after Thanksgiving, my husband lost his life at sea off the coast of Monterey.

Our son, a commercial fisherman out of Kodiak, has helped me to try and understand why Al could not help us help himself. Why he did not do the things he knew to do after going in the water; such as removing his boots and excess clothing; such as grabbing the ropes that were thrown to him. And, why he couldn't and didn't lift his remaining arm when we had a rope almost around him. (If he had been able to grab that rope, we could have fastened it to a halyard and winched him out of the water).

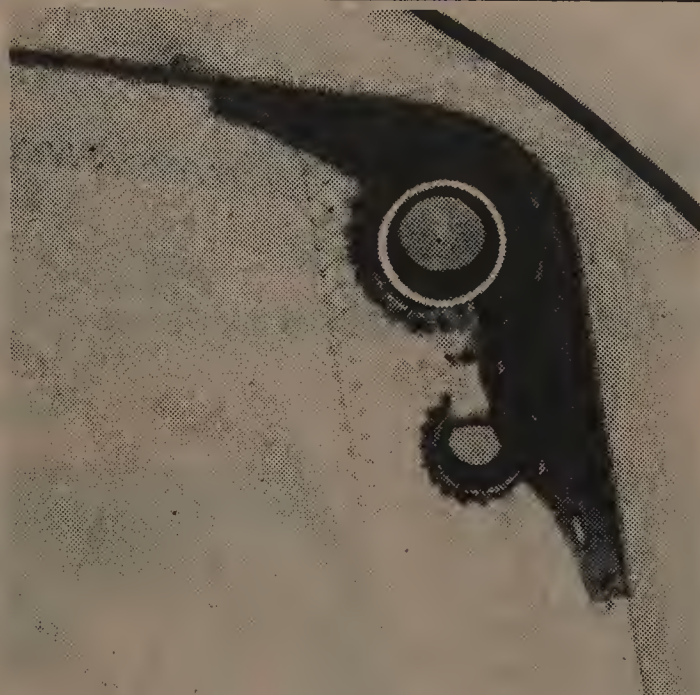
Yes, he had on his safety harness. Yes, it was properly attached to the safety line, and yes the safety line was properly attached to the boat. And he did have on a flotation vest. The answer is yes to all those questions that come to your mind.

We tried to pull him aboard with a boat hook, but in 10 to 15 foot seas I could maneuver close to him, but not close enough without the danger of having the boat come down on top of him.

You might think that if you fall in the water you will be able to swim, kick off your boots, or whatever. But all of you who read this letter, please understand that the shock of icy cold water can immobilize you instantly. You may put just your hand in the water and think, "It's not that cold". But it's a different matter when your entire body is suddenly and unexpectedly plunged into it.

I am urging everyone to add one more strap to their safety harness, and to use the strap whenever they are in rough water. This extra strap would be attached to the back of the harness and run underneath. I've never seen a harness made that way, but anyone could improvise one. If there had been such an extra strap on Al's harness, he would still be sailing on his way to Mexico.

You see he had his arms extended over his head holding on to the



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LETTERS

safety lines of the boat, with the water pulling on his legs. In spite of the best efforts of the two men on our crew, Al slipped down and out of the bottom of the harness. The crewman were still able to grab his foul weather jacket, but again the force of the water and his own weight pulled Al down and out the bottom of the jacket, allowing him to fall into the paralyzingly cold water.

At the risk of being repetitious, I urge everyone who ventures into any water that may become rough to add this extra strap to their safety harness and use it. To paraphrase, the life you save may be your own.

Words cannot convey my appreciation to the Coast Guard, Army (their helicopter was the first on the scene and their doctors worked for hours trying to revive Al), the coroner, and especially personal friends who live in Monterey. Their kindness was above and beyond.

But please cruising friends, add one more strap to your safety harness.

Phe Laws
Redwood City

□ A TEXAN SAILS TO A UC SANTA CRUZ COURSE IN HAWAII

I have obtained your address through the San Diego Naval Sailing Club of which I am a member. I am attending a UC Santa Cruz natural history course in Hawaii from April to June. I would like to get a job crewing for passage to Hawaii to arrive in March or April. The course instructor would also like to do the same although he has no previous sailing skill. If this is not possible I would like to get on a return cruise in early June. If you can help me in any way I will be very grateful.

J.J. Vamuakias
Kerrville, Texas

J.J. — You're not going to find too many boats leaving San Francisco for Hawaii in February or March. The weather is the reason. Pilot charts show that the percentages of gales off San Francisco and halfway to Hawaii are much, much greater in those months than in May, June, July, or August.

You'll have much better luck catching a ride back to the mainland from Hawaii in June.

Perhaps the best way you can get such a ride is by filling out one of the Latitude 38 Crew List forms that appears in this issue. That or take out a Classy Classified indicating your desires.

□ MR. LARSEN; HAWK OR NOT

I enjoy your magazine in general, but I am particularly taken by a story in your November issue on "Peter Leth", pages 145-147, regarding the hawk or falcon called "Mr. Larsen".

The Peregrine falcon is a water-oriented hunter or raptor and by the slightest chance Mr. Larsen may have been a falcon rather than a hawk. However, the Peregrine is an endangered species and it is unlikely that Mr. Larsen is a Peregrine; but, he might be another variety of falcon.

I would appreciate very much having a clearer copy of the photographs taken of the Mr. Larsen mentioned in the story on Peter Leth's cruise. Thanking you in advance.

As you probably know Jack London lived here a year and the Peregrine falcon was once a native of the Suisun Marsh area.

Peggy Martin
Benicia

Peggy — The photographs of Mr. Larsen were returned to their

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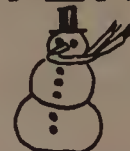
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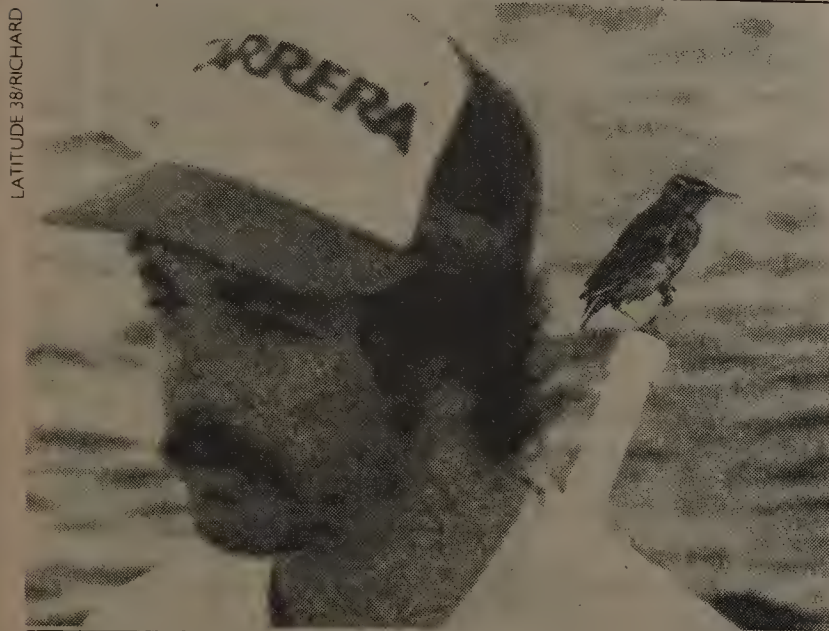
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LETTERS

owner, Steve Frei of San Francisco. We'll see if we can't arrange to get you copies of the original color photographs. Meantime here's a



Bird of Baja.

shot of a little bird that came to visit our boat on the last day of this year's Cabo Race.

□ I FOUND IT

I found an October issue of *Latitude 38* and was impressed with the Max Ebb article — particularly with regards to split backstay tensioners.

I own a Catalina 30 tall rig with bowsprit — obviously I race in Southern California. The boat came with a typical split backstay and four-part purchase. The bottom block is a swivel fiddle block and becket with cam cleat. Using the formula $I = \cosine \text{ of half the angle inverted}$, I get 13.7:1 leverage at 90 percent. Not very good.

I considered purchasing a hydraulic backstay adjuster, but taking the tail of the backstay adjuster to my Lewmar 40 two-speed primary winch I found I have enough power to pull out my chainplates if I'm not careful. One word of caution, you better wear gloves when releasing the line from the cam and kick it out with your foot, or your might get a rope burn right down to the bone!

I enjoy reading your magazine and wish there was a *Latitude 38* published in Southern California!

Marv Marcus
Los Angeles Harbor

□ THE LIST

You deserve a big thank you from a lot of people for doing the Crew List — not to mention the fabulous *Latitude 38*. Your efforts to get people on boats and on the water is unique — I like it!

I hope I can find a compatible person to enjoy the cruise south. If you are having a Crew Party soon, I would like to attend. Thanks a lot.

Richard Hansen
Anaheim

Richard — We've been very pleased with the results we've heard from last year's Crew List. It seems to be working better than ever for both boatowners and folks looking to crew.

We appreciate you sending in a Crew List form, but that was last



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Send me a quote on your racing package.

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An Open Letter to San Francisco Bay Sailors

DEAR BAY SAILORS:

WE DON'T UNDERSTAND IT!! Not only is the X-102 a very **COMFORTABLE** boat; she **OUTSAILS** her competition; she **LOOKS** and **HANDLES** like a dream, **BUT** she is priced **THOUSANDS** of dollars **LESS** than the boats she is beating! We have to ask why you're not beating down our doors to buy one.

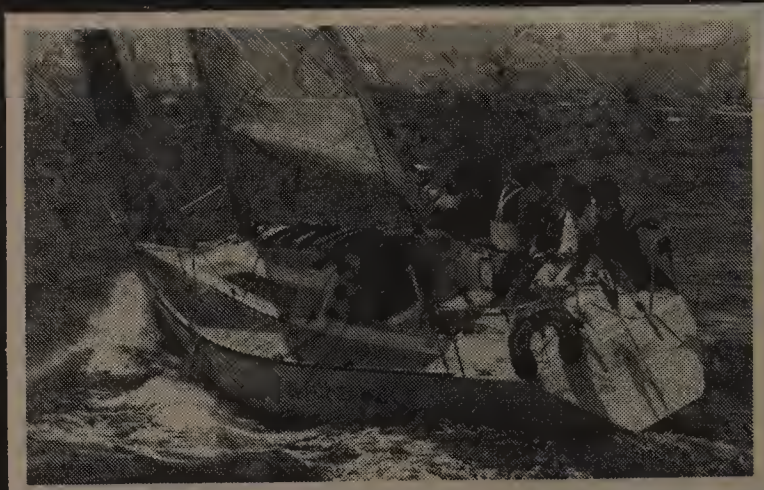
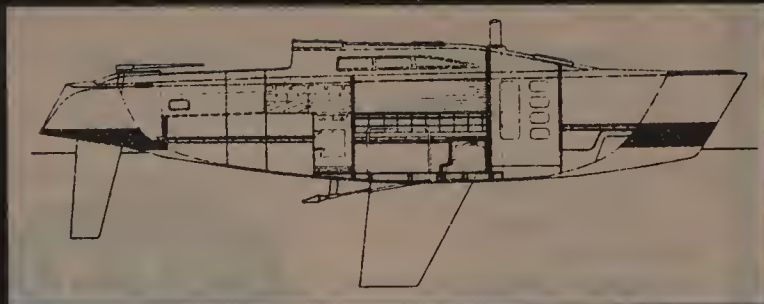
A WINNER

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As a **ONE-DESIGN** for the Bay, X-102 is a natural. We want to get a class started. We have the fourth and fifth boats sold, but we must sell the second and third boats. **SO . . .** since we are not in the Boat Show Circus this year, the money we save will allow us to sell the second and third X-102's on the Bay, **AT OUR COST!** This means we sell these two boats at \$51,000. each, a savings of \$8,000. over the regular super low price of \$59,000. These are landed prices, in the Bay Area, for **COMPLETE** boats (less sails). To further sweeten the offer, we can furnish European or domestic racing sails, well below market price!

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Dennis Surtees and Ron Skolmen

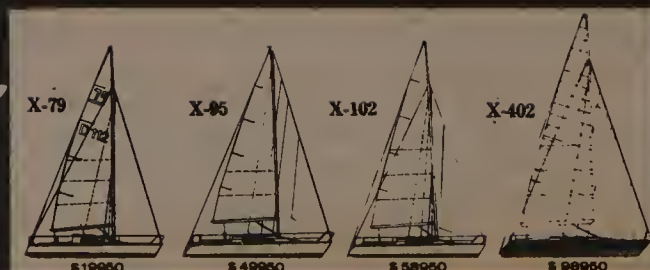
P.S. Maybe you are looking for a larger boat . . . or a smaller one. X-YACHTS builds $\frac{1}{4}$, $\frac{1}{2}$, $\frac{3}{4}$ and One Ton yachts of the same quality. **ABRACADABRA** herself is **SUPER** race-ready, and available for the Danforth at \$65,000.



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LETTERS

year's. The spanking new 1984 forms appear in this very issue.

□ A GOOD APPLE IN EVERY BARREL

This letter, from the Ranger 33 *Barcarolle*, is for the express purpose of thanking a quick-thinking group of people aboard a powerboat who appeared from nowhere to stand-by and lend assistance if necessary during a 'woman overboard' rescue.

At 4:30 p.m. on November 27th, I found myself chilly and sipping



Out of water, back on land, and driving again.

salt water while watching the stern of *Barcarolle* head for the horizon. Needless to say, at the clip of six knots I was a little dismayed how quickly the distance grew between myself and the boat.

A fellow passenger jumped in and swam towards me, thinking I could not swim. Captain Jeff Easterling, first mate Sheelagh Easterling, and Steve Blankenship coordinated an effort that had both of us back aboard and drying off in eight minutes.

The rescue was first rate — as we had drilled for just this sort of experience. But what stood out in everyone's mind was the professional demeanor of a large white and black trimmed powerboat that appeared. The people aboard monitored the rescue, prepared to pick us up if *Barcarolle* was unable. Afterward, they were gone. I must publicly state I was tremendously reassured by their presence, a fact that I'm sure helped keep me calm during my brief stay with the fishes.

So to the occupants of that boat whoever you are, I thank you.

Bonnie Russell
Lafayette

Readers — Bonnie and the rest of the crew were mugging for photographs when an unexpected wave caused her to lose her balance and go overboard.

□ NOT ALONE IN BERKELEY

I read with interest the article "Berkeley Plan" by Paul Kamen [December 1983, Volume 78]. However, Paul left unmentioned a question which is of interest to me as a berth renter at the Berkeley Marina: how much of the cost of any planned development will be charged to us boaters?

A reasonable person might answer that none of these costs should be borne by the boaters, but should be paid by the developers and resultant commercial and residential users. Unfortunately, recent history and current policy of the Berkeley city government as regards

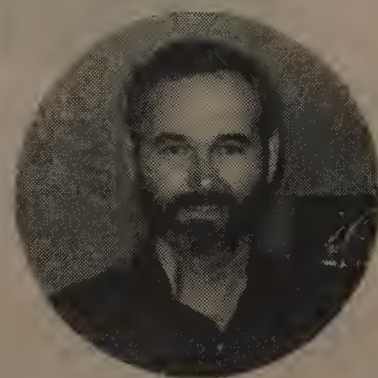
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28'	SAN JUAN.....	1978	\$28,950
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29'	COLUMBIA.....	1966	\$21,500
29'	SEAFARER.....	1974	\$17,000
29'	ERICSON.....	1976	\$27,000
29'	CASCADE.....	1967	\$35,000
30'	CATALINA.....	1977	\$33,000
30'	FISHER PILOTHOUSE.....	1973	\$63,000
30'	ISLANDER.....2 from		\$33,000
30'	CATALINA.....	1979	\$37,000
30'	CAL 9.2.....	1981	\$49,500
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32'	NANTUCKET CLIPPER.....	1971	\$46,500
34'	PEARSON.....	1980	\$69,950
35'	HALBERG RASSY.....	1974	\$67,500
35'	CORONADO SLOOP.....	1973	\$44,000
36'	BRISTOL SLOOP.....	1979	\$59,900
37'	FISHER MOTORSAILER.....	1978	\$125,000
39'	CAL SLOOP.....	1971	\$77,000
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LETTERS

the Marina indicate that very possibly the berthers will be forced to shoulder a disproportionately large portion of the financial burden of any new development.

A few examples will illustrate my point:

1) The large park which is being built north of the Marina, and which holds little interest to me as a berther, is being paid for in large measure — at least 50 percent — by Marina revenues.

2) Upgrading of the Marina sewer system, in excess of half a million dollars, is being paid for from Marina revenues although the boaters have little, if any, need for this project.

3) The real beneficiaries of the sewer upgrading are the hotel, restaurants, and saloons at the Marina. On the other hand, these concessionaires pay only a small fee to the City of Berkeley for their concession privileges. (I believe the figure is 2.5 percent of gross). It is often said — with justification — that the Marriott et al have a nice sweetheart arrangement with the City of Berkeley.

4) The Marina is charged for 23.6 (full time equivalent) City payroll positions, while it is highly questionable whether all or even most of 23 people work full time (equivalently) at the Marina or elsewhere on the Marina's behalf.

5) The Marina is charged \$77,000 annually for fire service by the City, although we boaters are already doubly taxed — one tax on our boat and a second tax on our rental berth — presumably to pay for services such as police and fire protection.

With these examples of current City policy in mind, it is important to ask what can be done to assure that we boaters at the Berkeley Marina will not be forced to pay for any more non-boater related future development in the Marina area.

Peter A. Fowler
Dock A, Berkeley Marina

Peter — The only way we know you can be assured that you don't have to shoulder any of the development's financial burden is by moving to another marina. The new ones at Richmond and Emeryville are nearby and have space.

Actually you are not alone in your concern. We read the Berkeley Neighborhood Association Berther's Survey (on which the Northern California Marina Survey published in this issue was based) which revealed that 81 percent of the boatowners at the Berkeley Marina felt the rates were either 'high' or 'excessive'. In the comments section of the survey a number of berth-holders complained of berth rates exploding in cost where there has been no increase or improvement in facilities and services.

☐ ANOTHER ONE BITES THE STARS

I wish you would add Perko of Miami, Florida, to your 'good guys' list. Their masthead strobe light gave up the ghost after five years of very limited use. Since their one year warranty was just a memory I priced a cheap-looking replacement. Seventy-six dollars was all they wanted!

Well with that potential expenditure motivating my creative juices, I composed a 'down on my knees' plea to Perko, and darn if they didn't come through. It never hurts to ask.

Harold Wilson
CSY 37 Jaja
San Leandro

Readers — If anyone else would like to contribute names to the Latitude 38 'good guys' list, please don't hesitate.

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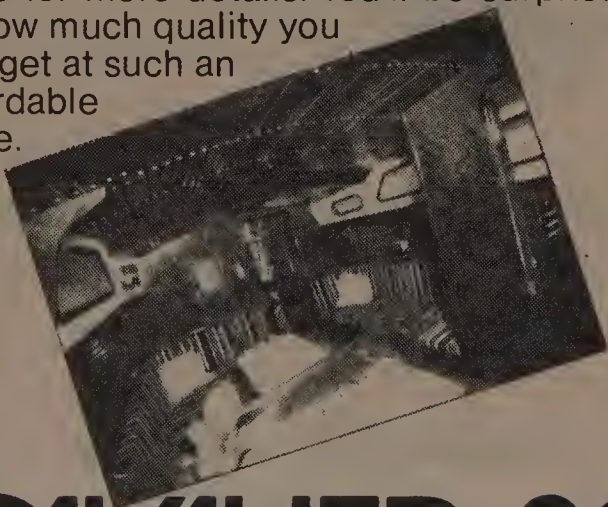
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LETTERS

We enjoyed the great press *Latitude 38* gave Ventura Harbor in the November 1983 issue. However we would like to point out that there are two yacht clubs in Ventura; the Ventura YC and us, the Pierpont Bay YC.

Pierpont Bay YC is located at 1363 Spinnaker Drive in Ventura Isle Marina, across the harbor from Ventura West Marina I. Guest slips can be arranged. All you northern sailors are invited to visit us and swap stories.

Susan Countess
Publicity Coordinator
Pierpoint Bay Yacht Club
Ventura

Susan — On behalf of Northern California sailors, we thank you for your invitation. Ventura's a great place to stop while heading either north or south, and to our knowledge has some of the better summer sailing breezes in Southern California.

Excuse us for having left you folks out of the November issue.

□ GOTCHA, TOO!

Mr. Grant Dawson, whom I have never had the pleasure to meet, must be either a statistician or an accountant. Only one with a hair-splitting mentality — such as an accountant — would waste time and a 20¢ stamp to “complain” about a report on *Double Bullet* [*Latitude 38*, Volume 74].

The comparison of a day's run of a 65-ft sailboat, *Double Bullet* — 391 miles, and a full-fledged “greyhound of the seas”, *Champion of the Seas* with a waterline length of approximately 245 feet — 435 miles, is about as equal as comparing a Cessna to a Boeing 747. Whether you compare length, the dollar value of each vessel, or the number of crew (*Double Bullet*'s 7 to *Champion of the Seas*' 110 crew and 6 officers), I dare say, *Double Bullet* was far superior.

By the way, *Latitude 38* did refer to *Double Bullet* as a sailboat; Mr. Dawson's *Know Your Ships* is referring to *Champion of the Seas* as a “ship”. Since when to ‘quasy’ statisticians compare apples to oranges?

My, my, what is this world coming to? Can't you just give credit where credit is due, without belittling *Double Bullet*'s achievement? What have you gained?

Charles Chiodi
Quincy, Massachusetts

Charles — There is no belittling Double Bullet's spectacular Trans-Pac run, which was due to the catamaran's inherent great speed and the skill of the crew.

□ EACH AND EVERY INCIDENT

You have the greatest sailing magazine in the world as far as I'm concerned, and I would like to make a suggestion to make it even better.

Occasionally, we read in the *San Francisco Chronicle* about people having problems on sailboats inside or outside the Gate. But of course they never give any details, so that the one who is knowledgeable about sailing could figure what sequence of events really led up to the problem.

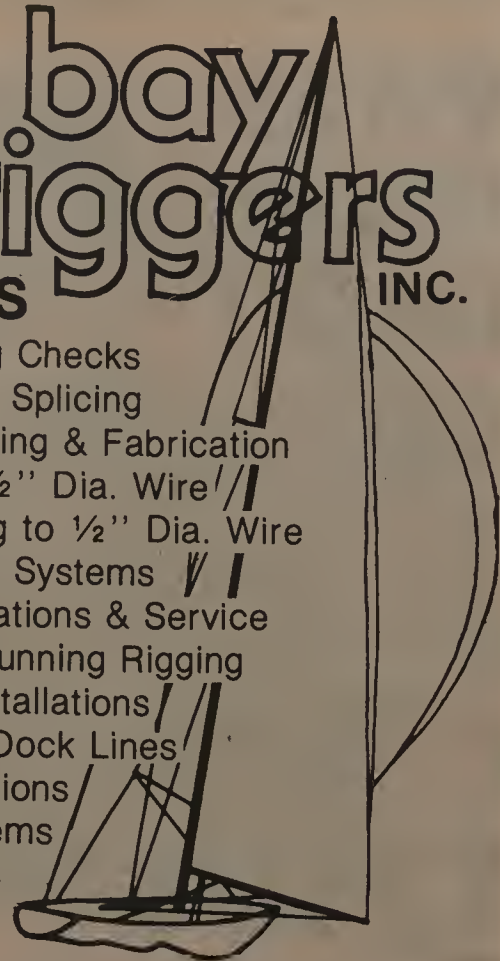
I know that sometimes you report on these incidents and sometimes you don't. I would like to see each and every such incident in which there is a problem completely reported upon in detail, because your magazine is to me a very educational periodical.

There are many, many people buying sailboats and sailing them inside and outside the Bay nowadays who don't have many years of

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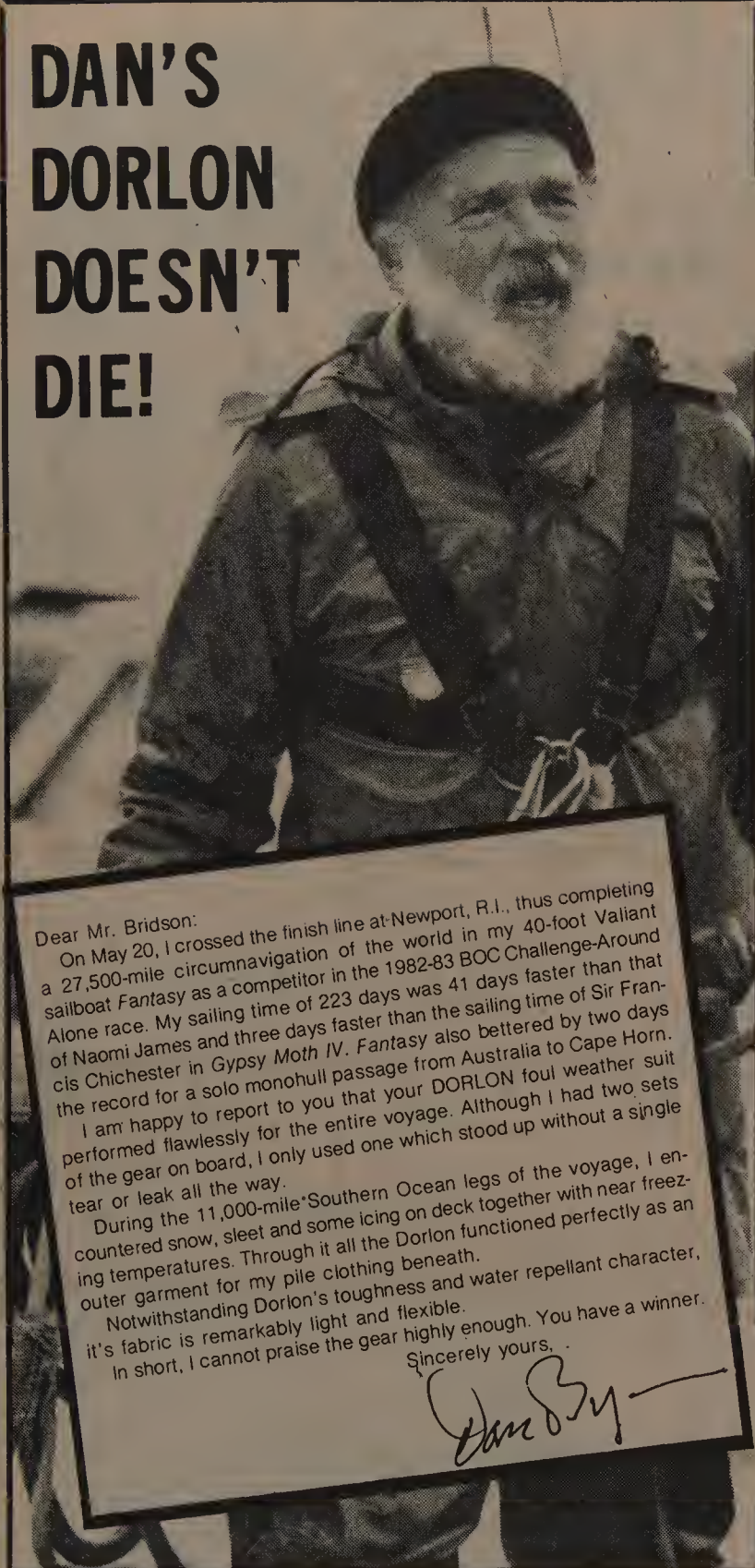
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Dear Mr. Bridson:
On May 20, I crossed the finish line at Newport, R.I., thus completing a 27,500-mile circumnavigation of the world in my 40-foot Valiant sailboat *Fantasy* as a competitor in the 1982-83 BOC Challenge-Around Alone race. My sailing time of 223 days was 41 days faster than that of Naomi James and three days faster than the sailing time of Sir Francis Chichester in *Gypsy Moth IV*. *Fantasy* also bettered by two days the record for a solo monohull passage from Australia to Cape Horn. I am happy to report to you that your DORLON foul weather suit performed flawlessly for the entire voyage. Although I had two sets of the gear on board, I only used one which stood up without a single tear or leak all the way.

During the 11,000-mile Southern Ocean legs of the voyage, I encountered snow, sleet and some icing on deck together with near freezing temperatures. Through it all the Dorlon functioned perfectly as an outer garment for my pile clothing beneath.

Notwithstanding Dorlon's toughness and water repellant character, it's fabric is remarkably light and flexible.

In short, I cannot praise the gear highly enough. You have a winner.

Sincerely yours,

Dan By

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LETTERS

experience.

Your periodical I'm sure is a source of knowledge and education for us all, and you might be able to *prevent* many accidents and even save a few lives by going into *great deal* about the mistakes that were made in each and every case, *not assuming* that your readers know very much about sailing.

Wendell Williams
Walnut Creek

Wendell — *It's our goal to report the how and why of every significant sailing incident in Northern California. Regretably this is not always possible.*

A major obstacle is that the Coast Guard investigates almost all the significant incidents, and prefers not to release any testimony or findings until they've completed their work. Invariably this takes a number of months.

In some instances you can go around the Coast Guard and approach the involved parties directly. But often it's hard to locate those individuals, and even if you do, they frequently prefer not to talk pending legal or insurance action.

So we do the best we can, knowing all the while that it's not really as much as we — and you — would like.

☐ CRUDE AND UNDER-RIGGED

Please renew my subscription to your very fine publication for another two years.

Do you suppose Max Ebb and Lee Helm might like to tackle the problems faced on a light-air boat? We race a San Juan 24, and when the winds get over 10-12 knots, we take a pounding from the crude under-rigged vessels in our club.

How do you get a pointy stern to the windward mark with the least fuss?

Please keep up the good work!

Dennis Stoops
Jamestown Yacht Club, Rhode Island

Dennis — *We'll pass your request on to Max and Lee. Sounds like a good topic to us.*

☐ KIWI COCONUT

I am a former San Francisco Bay Area sailor who is a keen reader of *Latitude 38* when it is procurable down in these southern latitudes. I have been living in New Zealand now for about three years, between various yacht deliveries and races. Auckland is reported to be the city with the highest boat per person ratio in the world. And indeed the yachting activities here are astounding! The vast boating interests support a multitude of clubs, regattas, seasonal series, match racing, and a lot of popular passage races of 60-150 miles out and about the islands of the Hauraki Gulf.

Although we are not exactly latitude 38°S, we are pretty close at 36°50'S, 174°45'E. So I thought perhaps you would be interested in a monthly yachting report from New Zealand. The activities are endless for subject material. Here at the Milford Yacht Club we are currently hosting the Women's Worlds Yachting Championships, sailed in boardsailors, 470's and Lasers, with participants from all over the world. Just minutes from here is a large shed where Peter Blake's new maxi Whitbread racer — *Lion, New Zealand* — is being born. It's an 80-ft Ron Holland design which is being molded of vinyl ester resin and exotic cloths.

Amy Bon
Auckland, New Zealand

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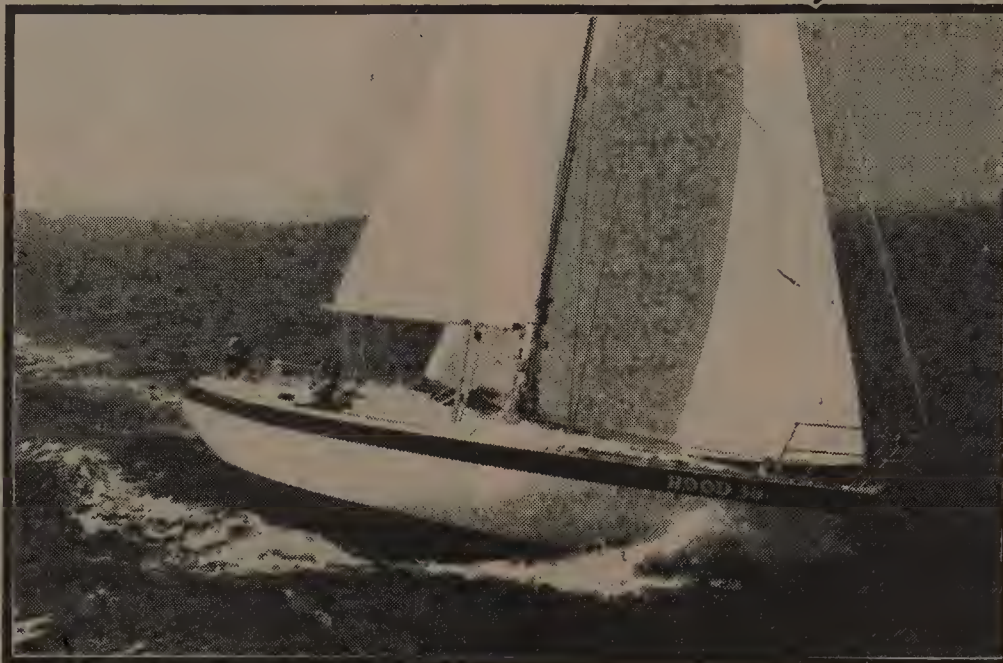
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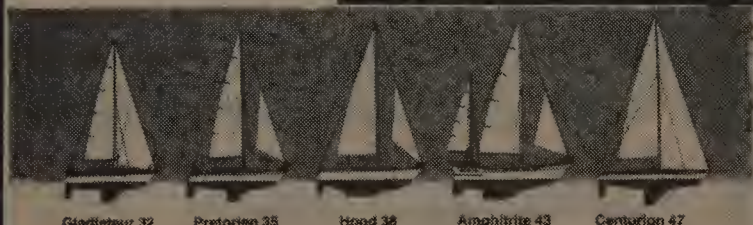
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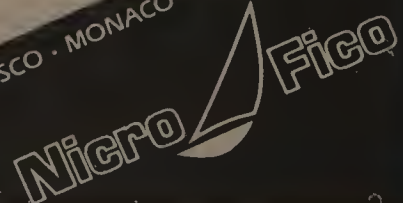
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LETTERS

Amy — While we can't use a monthly column from New Zealand, we'd sure be interested in a story on Peter Blake and Lion.

□ IF YOU GOT THE MONEY, WE GOT THE TIME

Beware of Innovative Time Sports watches. They have an attractive display of a watch in bubbling water at the cash registers at most marine stores.

I bought one in April. In September the crystal fell out of my Water-proof to 50 Meter watch. I returned it to the company. In October I received a letter from Innovative Time that stated I had to pay \$5 to fix a defective watch. It also stated that if I didn't send the money, they would fix it and send it to me C.O.D. It came to me on November 28. Now the C.O.D. was \$7.50. I didn't accept the watch.

Perhaps by printing this letter will will save someone else the time.

Karen Weisiger
Union City

Karen — We were going to recommend the Casio sailing watches to you as an alternative. Then we found out that Innovative Time makes the watches for Casio. Oh well, maybe the Casio brand name has a better guarantee.

Chuck Hawley, who was formerly the manager at West Marine Products store in Sausalito, also suggests that if you have future problems with similar products, you should return them to the retailer rather than the manufacturer. The retailer, Chuck advises, has much greater leverage with the manufacturer-distributor than an individual customer.

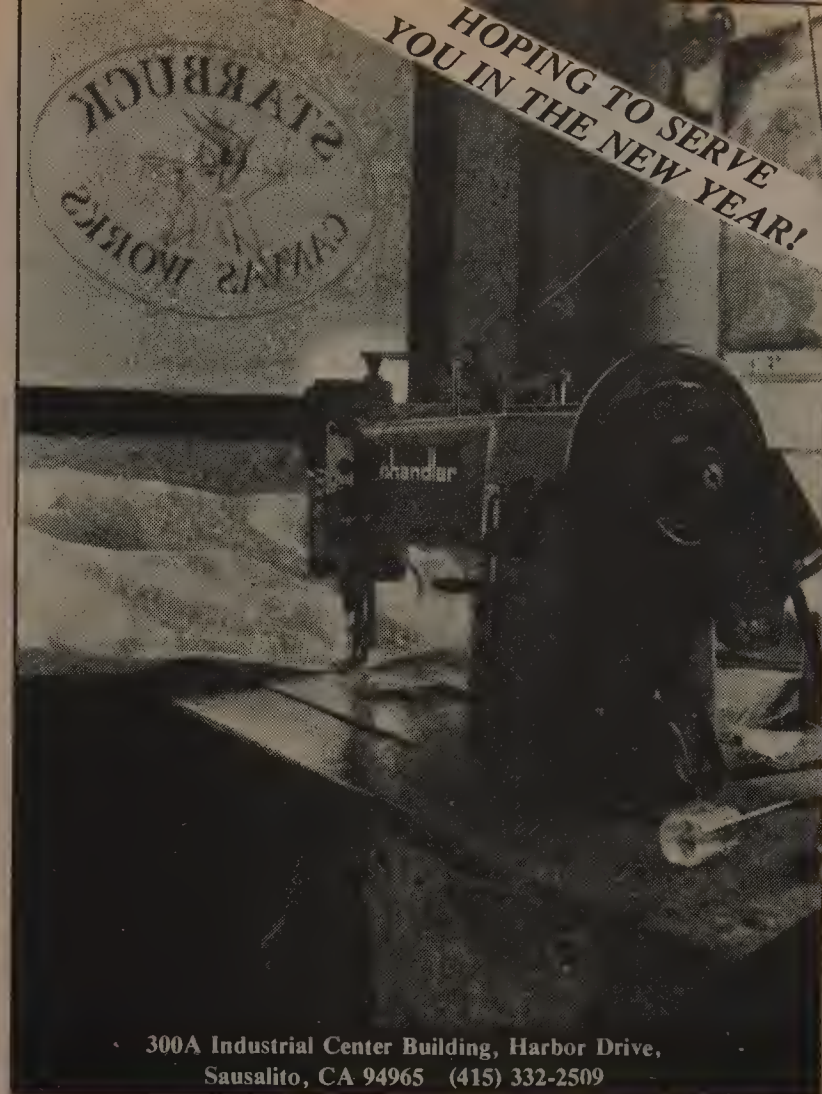
□ THE GREEN FLAG

I just wanted to take the time to thank you for your fine magazine and also for our new boat. We had been looking for the last six months for a boat that we could use on the Bay. We went through various yacht brokers, God love 'em, without much luck and a good deal of frustration. Either the boats were too big or too expensive, etc.

I was getting ready to just keep our 13-ft Banshee and forget Bay sailing, when Voila! I came across an Ericson 25 in your *Classifieds*. As they say, the rest is history. We bought the *Valkyrie* from some nice folks who had moved to Idaho. I stopped beating my children and was elected Father of the Year. My wife talks to me again, and I'm thinking of running for political office on a "Boat In Every Garage" platform.

To make my experience complete, I discovered a store in the South Bay called The Ship's Chandlery. There is no logical reason for a store this good to be in Campbell, but as a sailor, I'm glad it is. I love books about the sea and they have the best selection of new and used books about the sea I've seen anywhere. The owner is a fellow named Fred Hall, and he's from New England somewhere. He's cut from the old cloth, which means he really does care about your needs. The store has everything from cleats to clocks and everything in between. If they can't get it, it ain't legal. It sure beats having to go up to Alameda. Try them sometime. (408) 866-0170.

Also, I vote for the green flag idea for racers. Those of us who are new to the bigger boat scene start to get nervous when the rules of the road tell us to hold course and the racers want to play chicken. When it comes to my new boat or the right of way, I change course every time. This, of course, only encourages the bad behavior next time we meet. I find it hard to understand how some folks can invest so much time on the water and then ignore the rules of good seamanship. If I knew they were racing ahead of time, I would gladly



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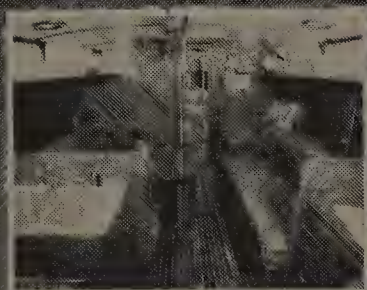
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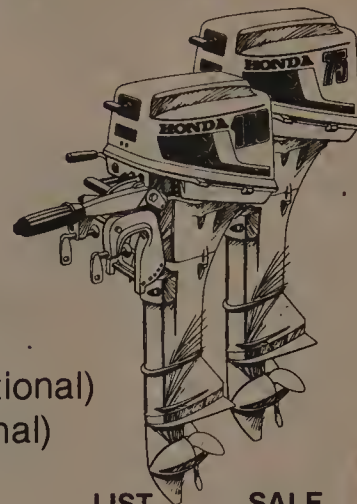
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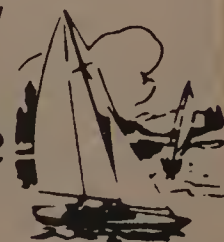


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LETTERS

change course well in advance of problems. I'm not totally convinced we should, in effect, change the rules of the road for one special group of sailors, but if it would solve the problem, I'm game.

Anyway, thanks again for the great mag and now I know where to look for my next boat. Good Sailing.

Ed and Linda Whitehead
Santa Clara

Ed and Linda — We're glad the Classy Classifieds could be of service.

□ GETTING DECEMBER SHIPSHAPE

A reader's comment is called for on two items in your December issue.

First, regarding *Sultana*. Generally is not any vessel, small or large, a 'she', not an 'it'? Too often we see and hear 'it', but the feminine is truly traditional — possibly over 2000 years old. And shouldn't a good publication like yours keep this alive?

Also, *Sultana* is not a 'ship' but a topsail schooner. You should check this out. A sailing vessel referred to as a ship is three-masted, all with square rig.

Regarding your interesting article on pilots, your good Captain Waugh will affirm, I think, that the range of size of 80,000 GRT is way off. The *Canberra*, which was just here, is about 45,000 tons, and I believe, the largest passenger vessel that calls here. (The *Nieuw Amsterdam*, a new visitor, may be larger, but I don't think by much). I'd guess the range is more likely 800 tons and up — the Bay could not handle a vessel of 150,000 tons.

A good mag, always enjoyable and sometimes very helpful.

John Rogers
San Francisco

John — We looked up 'ship' in our copy of The Oxford Companion to Ships and the Sea, and learned something interesting. Ship comes from the Old English scip, which was the generic name for sea-going vessels — as opposed to boats, which had no decking. Ships were always personified as masculine until the 16th century when they almost universally became feminine.

You are correct that in strict maritime usage a ship signifies a vessel with a bowsprit and three masts, each with topmast and topgallant mast, and square-rigged on all. We're not going to necessarily stick with the narrow definition of ship, but we'll alert the staff to stick with the feminine pronouns.

In regard to gross tons, we found that the average ship coming in the Bay is about 12,000 to 23,000 GRT. However the following vessels and their tonnage have been in the Bay also: Kenai, 60,000; the Exxon North Slope, 75,272; the Stuyvesant, 103,812; and the New York, 117,812 GRT.

□ HOW DO YOU SPELL RELIEF

I just finished the article on the Berkeley waterfront development plans, and found it very interesting. I thought some of your readers might be curious about the term "charrette", which the writer could not clarify.

Any architect or architecture student is only too familiar with the term. At the end of the quarter in any architecture or design school, there is typically a push to complete projects for the design reviews. More students than not will pull at least one all-nighter in an effort to finish the work. This period is known as being "on charrette".

When I was in school — at Berkeley, in fact — approaching one such time, an architecture instructor explained that the term derived from the old days at L'Ecole des Beaux Arts. According to the story,



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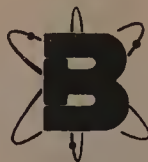
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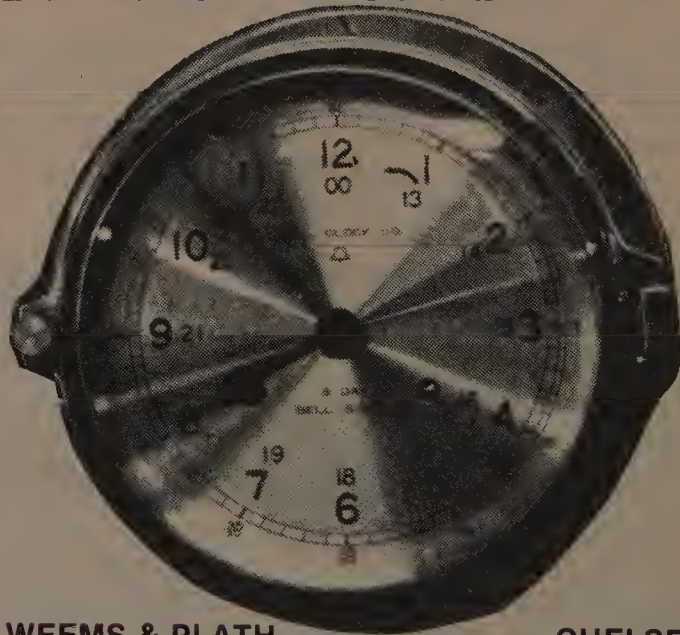
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LETTERS

the school would send a cart around pick up the students' projects on the day they were due. Some students would actually hop on the cart, putting the finishing touches on their work as the cart completed its rounds. I'm told "charrette" is French for "cart", hence the expression, "on charrette".

Reid Neubert
Mill Valley

Reid — There actually might be a little more to it than that. It's our understanding that originally the charrettes were used to carry away the heads that had been guillotined during the French Revolution. Of course after pulling a couple of all-nighter's, perhaps that's what the craniums of the L'Ecole des Beaux Arts students felt like anyway.

□ GLAD TO HEAR IT

What with all the complaints you hear these days concerning everything from anchors to zincs, we'd like to put in a good word about one of your advertisers.

We recently hauled our Catalina 22 at the Berkeley Marine Center to give it a new coat of bottom paint. We chose to haul at the BMC after shopping around and finding that their rates were the fairest of all and well worth the trip across the Bay. After hauling we also found extremely helpful and friendly people working at the yard, a well-stocked chandlery, and plenty of well-organized space to work in with convenient water and electrical hook-ups.

Given the pain in the stern a haul-out can be, the folks at the BMC deserve a special thanks for their help and the way things went so smoothly — especially our new bottom. We'll be back and recommend the yard to your other readers.

Steve Dietz
Santa Cruz
John Holson
Corte Madera

□ VENTURA

Being a Southern Californian reader of *Latitude 38*, I thought I'd put my two cents worth in.

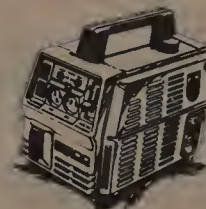
First, I read with interest the interview with Margit Hind of BCDC regarding liveaboards. What a shame that a unique lifestyle is meeting such opposition from an agency that should be encouraging environmentally sound uses of our harbor resources. Being a live-aboard myself and knowing numerous others, I can attest that the last thing we want is to pollute the waters our homes float on. We'd all much rather use shoreside facilities. They save wear and tear on the equipment, right? Plus the exercised walking up the ramp at low tide! Ventura Harbor, where I reside, has ten percent liveaboards, and seems to manage just fine. (Hint: A VW van makes a great mobile closet — for bicycles, too!!).

Second, regarding your map of Ventura Harbor, Marina Beach is not a safe beach for the kiddies. There have been several drownings there in the past few years. This beach has lifeguards during the summer, making it fairly safe, but the usual common sense restrictions regarding ocean beaches apply here. Unless you are an experienced ocean swimming, always swim at a guarded beach, and follow the lifeguards advice at all times. There is a safe swimming beach inside the harbor just north of the south jetty, in front of the National Park Service building. (Which should be a must visit for anyone who plans on sailing the Channel Islands — very informative). Besides this, Ventura Harbor features a fabulous bookstore, The Island Hunter, completely devoted to nautical literature. It's a wonderful place, sailors headed south would do well to visit Karin Jensen and stock their libraries.

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LETTERS

Third, while being a fairly wonderful place, Ventura Harbor entrance can be absolutely treacherous. Sailors attempting to enter would do well to follow all sailing directions — charts, almanac, etc. — enter only during daylight hours. If in any doubt at all, contact Ventura Harbor Patrol on Channel 16 for latest information and advice. They are very competent and helpful.

Fourth, keep up the good work.

Jim Harmon
Sea Star (Pearson Ariel #326)
Ventura

Jim — Thanks for taking the time to make those clarifications.

□ FELLOW TRAVELER

This is just a brief note to say that you have a good magazine.

As my relationship to the sailing yacht changes I am always delighted to find that you have covered that aspect of her character as well.

Whether I drift into an obsession of racing, follow Zen into the purity of hanging out of a dinghy, or relax into the pleasures of a nice big tub on a pleasant cruise, you have it covered.

It's damn good, and very pleasant reading.

Charles Beyor
San Francisco

Charles — Thank you.

□ NO ROOM FOR THE INN

Your readers who have had the pleasant experience of using the harbor in Santa Cruz may be interested in knowing that the Harbor Commissioners there are trying to follow in the footsteps of James Watt. They are considering leasing a valuable portion of the harbor property for use as a motel.

This move will preclude for the next 30 years any use by boaters of this property for parking or boat storage. Sailors who use the launch ramp know how badly parking and storage is needed in summer months, especially since trailer parking has just been reduced by another dumb move.

Fleets and trailer boat groups that have opinions on this subject should let the Harbor Commissioners know. The period of December 13 to January 27, 1984, is the official period for comment on the EIR for this project.

Write Santa Cruz Harbor Commission, 135 Fifth Avenue, Santa Cruz 95062. A copy should also be sent to Price Walker, State Clearing House Office of Planning and Research, 1400 Tenth Street, Sacramento 95814. Refer to Clearing House Number 83 12 1302.

Thanks for your good work in keeping boaters informed.

Michael A. Hall
San Francisco

Michael — The yacht harbor area in Santa Cruz is so packed in the summer we can't imagine where there's any room for a motel.

□ ONE MONTH, TWO LETTERS

This letter is the result of a lost bet. I bumped into the editor of *Latitude 38* the day the bridges were closed during the terrible storm of December 3rd. We entered into a spirited discussion as to how long it should take to rescue a man overboard. He rather matter-of-factly claimed he could do it in two minutes. I went overboard with the challenge — considering the weather — and said he couldn't.

There was nothing left to do but go out. I was right, the editor didn't do it in two minutes. Actually, he did it *twice* in two minutes.

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LETTERS

Mr. Editor, I take my lifejacket off to you. I also thank you for a most exciting sail. But next time could we wait till the hurricane passes?

Bonnie Russell
Lafayette

Bonnie — Actually that was a silly stunt, and we'd have never tried it with our own boat. But we suppose what Chuck doesn't know about his Olson 30 won't hurt him.

As for retrieving a lifejacket thrown overboard, we can only say that it's comparatively easy to do carrying just a double-reefed main in the flat-water confines of a place like the Richmond Inner Harbor — as was the case the day we did it.

Rescuing someone who's fallen overboard in the Bay or out on the ocean is much more difficult. In even good conditions a genuinely expert sailor would have a tough time effecting a rescue in just two minutes. That's why practice is so important — but who would know better than someone like you, who is living proof.

ANSWERS PLEASE

At seventy years of age I'm still asking the question: Where?

In Coleridge's *Ancient Mariner*, where did the 'Ancient Mariner' leave from? How did his ship get into the Pacific Ocean? Where did he become becalmed? Where was he when the sun was right above the mast at noon? When the 'horned moon' had one bright star within the nether tip.

You reported on voyages that covered the globe. Is there amongst you one who has trailed the 'Ancient Mariner'?

Gifford Beavins
San Francisco

NOTHING ELSE I'D RATHER BE DOING

Reality is tough to adjust to! We returned from Hawaii after an excruciatingly short stay, with an interesting 24-day passage. The North Pacific high was leaping about like an hysterical kangaroo (28 N to 48 N in six days), so we just kept on a close reach on port tack. Pretty soon I noticed that we were able to hold on true East, and since we were at a familiar 38 degrees North, we just boomed on across. We did have big beam seas for about twelve days (retch, barf) straight. For the last three days, winds were a consistent 40 to 45 knots, and the seas grew until there were calms in the troughs. With judicious use of the storm jib and third reef, we trucked on in, never having gotten north of about 38 1/2 degrees! Must have been fun, because we're ready to do it some more. I plan to sell my beloved Yankee 30 (who behaved faultlessly, bless her) in favor of a somewhat larger vessel (see enclosed *Classy Classified*), and God and the Tax Man willing, depart for a longer cruise in a couple of years.

I wanted to pass along some kudos. Well over a year ago, I bought a set of North Sport foulies from West Marine Products. They served me with comfortable, dry distinction through a good many sloppy singlehanded races, through a very rainy winter series, and to Hawaii and back. Then, during the first Corinthian race a few weeks ago, more rain, and the ungrateful things leaked. A lot, they leaked. So I took them back to West, where manager John DeMeter allowed that some of the early models like mine had given problems. Sent them back to North, he did, and promptly a new suit arrived back. I think that represents exemplary performance from a product (Dorlon's okay, but my North suit has warm fuzzy hand-warming pockets, a hood that works, and sufficient fabric strength to avoid rips and tears), from a manufacturer, and from a distributor. Thanks to you all.

I really enjoyed your piece on the Mexican race. I can



"Wild Things Run Fast" INTERNATIONAL 14

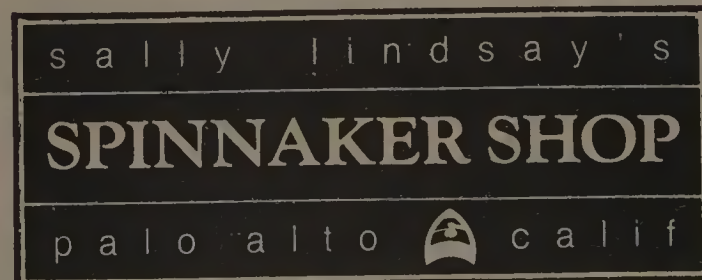
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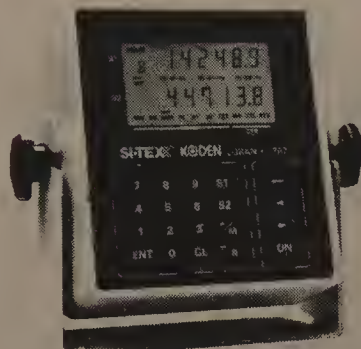
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Lazy Susan — 1st Express 27 SCYC Fall One-Design, 3rd Spring One-Design

Goldie — 1st Columbia 29 YRA/ODCA

Wildfire — 1st Moore 24 SCYC Fall One-Design, 1st Fall One-Design

Pipe Dream — 2nd Olson 30 SCYC Spring One-Design

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LETTERS

easily relate to your experience of realizing how fulfilling our madness is. I remember one day last August, anchored in Hanelei Bay, realizing that there was nowhere on earth I'd rather be just then, nor anything else I'd rather be doing. A unique and wonderful feeling; times like that really do repay the hours, the dollars, and the sweat spent in reaching them.

Encore, please!

James L. Cate
Livermore

James — If you were referring to the North Gore-tex foulies, Ann at the Sausalito West Marine Products says they haven't carried them in over a year. Apparently West Marine feels that Gore-tex doesn't work in a saltwater environment and that they were so expensive they sell them by special order only.

They do carry the North NP-2000 series and believe they are fine. Like the Gore-tex suits, they have some nice features that you cite that we also like: the useable hood, the pocket fuzzies, and what about the neck liner?

Buying foul weather gear is a big investment. Anyone thinking about purchasing some would do well to compare the brands, the prices, the features, and the guarantees very carefully.

□ BUT IT LOOKS GOOD

A contributor to December's *Changes in Latitudes* wrote that a Polynesian cruising guide is needed. I just got hold of a new one, *A Cruising Guide to French Polynesia*, by Fred Boehme. I haven't tried it out yet but it looks detailed and helpful.

I'm a former Sausalito sailor who anxiously awaits each 38 here in Honolulu. Keep 'em coming!

Sue Williams
Honolulu

□ NO MAS, NO MAS

As a sailing freak and a postal employee, it pleases me to inform you and your readers that the United States Postal Service did not forget us — as you can see by this card. Postal cards commemorating



The Olympic sailing stamp.

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Ken Burke
Postmaster
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LETTERS

Ken — Okay, you got us, no more nasty remarks about the U.S. Postal Service.

Others who wrote in about the Olympic Sailing postcard include Carol Dibner of Pacific Grove, Mary Warren of Pittsburg, Ed Laak of Palo Alto, and Warren Sankey of San Francisco. In fact Warren sent us the "first day of issue" postcard below, which included the render-



The Olympic sailing stamp on the yachting postcard.

ing of three Solings on the front. He also sent us an envelope with an America's Cup stamp on it — which he says might become a real collectors item.

So let the record show, the United States Postal Service has not forgotten the sport of sailing.

❑ ACHTUNG! ACHTUNG! ACHTUNG!

The BCDC's oberyachtenfuhrer has spoken. All members of the yachting community shall muster at 0500 next Sunday in helmet liners and raincoats dockside by No. 1 gun.

No excuse is permitted for not being in formation at the appointed hour. All those absent without written permission of the BCDC shall forfeit two weekends of sailing.

Those with absence-causing infirmities must submit a document of certification of infirmity signed by their physicians. And those signatures must correspond with signatures on file in the office of the Berkeley Marina Harbormaster.

The oberyachtenfuhrer's topic for discussion next Sunday is "Why It Is Necessary To Curtail Sailing Upon San Francisco Bay East of the Golden Gate Bridge".

For the oberyachtenfuhrer
Woodruff Strebeigh
Unteryachtenfuhrer
Sausalito

❑ SOLID DATA RATHER THAN DICTATED ANSWERS

In his letter to you, reproduced in your recent issue, Dr. Kiesselbach is correct in his understanding that Fastnet '79 set in motion work that will lead to improved seaworthiness; and it is also correct that we haven't tried to sum it all up in a nice monograph. The reason is that we are still "catching 'em faster than we can string 'em".

When we started work, we figured that within the body of knowledge called naval architecture/ocean engineering, we would find ample basic technical backing, but we soon learned that research on the capsize mechanism was lacking. If we wanted research data, we would have to go get it ourselves. The story of how this was done, by the brilliant work of Kirkman and his co-workers on the SNAME side of our joint project, culminating in a wholly new understanding of the capsize mechanism, is a research classic.

We next tackled the problem of how best to design a boat that,



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LETTERS

once inverted, would get knocked upright again pretty soon. Our first paper on this, by Kirkman, was published in October. Another, dealing with knockdown-induced foundering of the smaller cruiser-racers, is in draft; and another, dealing with boat size versus sea magnitude, is in the planning stages. We will probably issue another interim report in the spring, and a final in 1985.

We are gratified to see that this kind of work has begun to have an effect. Thus, the discovery of the critical role of the mast in capsize resistance has added impetus to the efforts to get mast scantlings introduced; and Kirkman's exposure of the major handicapping loophole effected by extra crew weight leveraged by wide beam has helped to cause both the MHS and the IOR systems to begin to introduce limits on crew number — a start in the right direction. Certainly, there is an increased awareness as to what general characteristics are unfavorable.

In the long run, the racing public will arrive at a trade-off between the desire for speed and the desire for reasonable security. Our present objective is not to try to dictate an answer to this, but rather to produce the sort of solid data that will be needed to approach the problem intelligently.

R.C. McCurdy
Chairman, USYRU Safety-at-Sea Committee
Darien, Connecticut

R.C. — While you're still "catching 'em", we think some excerpts from the SNAME (Society of Naval Architects and Marine Engineers) Safety From Capsizing report would provide Dr. Kiesselbach with much of what information he was seeking.

According to page 7 of the SNAME report the three most significant ways to reduce the chance of capsize are: 1) increase the mast weight/scantlings (this would increase the roll moment of inertia, which in turn is the single most significant factor in resisting capsize); 2) make steering systems more robust (boats that have lost their steering are far more likely to be capsized); and 3) discourage the use of sophisticated rigging systems that require adjustment underway (meaning presumably rigs with running backstays).

Other factors that would help reduce the chance of capsize are low positions of ballast as opposed to ballast in the bilge; moderate/heavy displacement-length ratios, and narrow beam.

Although it would be a gross oversimplification, it would seem from this information that the average state-of-the-art racing boat has far less characteristics that resist capsizing than most production racer-cruisers.

If you're out there, Dr. Kiesselbach, we'd be happy to send you the SNAME/USYRU Interim Report on the subject.

□ PELICANS IN BAJA

My wife and I saw San Francisco Bay Pelicans sailing all through the San Juan Islands last summer, and a part of the Pelican cruise fleet was camped on Turn Island when we moored there in *Harquahala*, our Columbia 26 II. They showed us their boat, gave us information on builders and kits, and at least pretended to sympathize with us for having had to tow so huge — comparatively — a boat for so far. I was therefore interested in the letter from a Pelican owner in December's issue.

No place in the Sea of Cortez is really comparable to the San Juan Islands for small boat cruising, but the Pelican is a very spacious 14-footer and the people sailing them seem to understand their limitations. There are certainly several places on Baja where a fleet could cruise as they did in the San Juans — though there is no sup-
point comparable to Friday Harbor short of La Paz.



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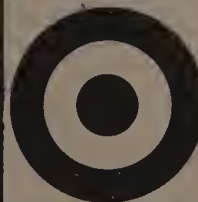
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LETTERS

Your recommendation of Dix Brow's Baja guide was excellent. You might also pass along my address and phone number to any reasonably local Pelican fleet who would like to see the non-professional slide program I compiled in five trailer sailboat trips down the Baja.

Ralph D. Eavenson
6202 Indian Springs Road
Loomis 95650
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☐ DO YOU REALIZE WHAT YOU'RE ASKING FOR?

Your name was given to me by a friend.

I very much want to get on as crew to the South Seas in April. I do not have crewing experience. I am, however, an excellent cook. I am also a licensed masseuse trained in Swedish, foot reflexology and acupressure massage. I have a private practice here in Southern California. I also weight train very seriously, dance and do yoga.

I would appreciate any information you could send me to help me fulfill my desire.

Anny Brown
Yucca Valley

Anny — What you should do first is read "Rudder That Wouldn't Come Home, Part II" in this issue and then decide if you still really want to "to go to sea". If you're prepared to accept that kind of experience — which was far from the worst possible — then you might fill out one of the Crew List forms that appears in this issue.

☐ PLEASE WRITE

We live-aboard, and are planning an extended cruise in our Cal 34 leaving Los Angeles in October or November of 1984 for Mexico, the South Pacific Islands, to New Zealand and Australia. We plan to take a year to get to New Zealand, spend a year between New Zealand and Australia, and take a year to return to California.

We're just repowered with a Yanmar 3GMF diesel and our next project is to re-rig, including a babystay and running backstays.

If any of your readers are planning a similar cruise at about the same time, we'd love to correspond: 927 Deep Valley Drive, Suite 214, Rolling Hills Estates, CA 90274.

Larry Hazen
Rolling Hills Estates

☐ LIKE TO CONTACT

In a recent issue of *Latitude 38* you told about the restoration of *Pajara* by Neil Moore. My brother and I owned *Pajara* from 1940 to 1943. I have the lines of the boat and would like to contact Neil Moore if you have his address.

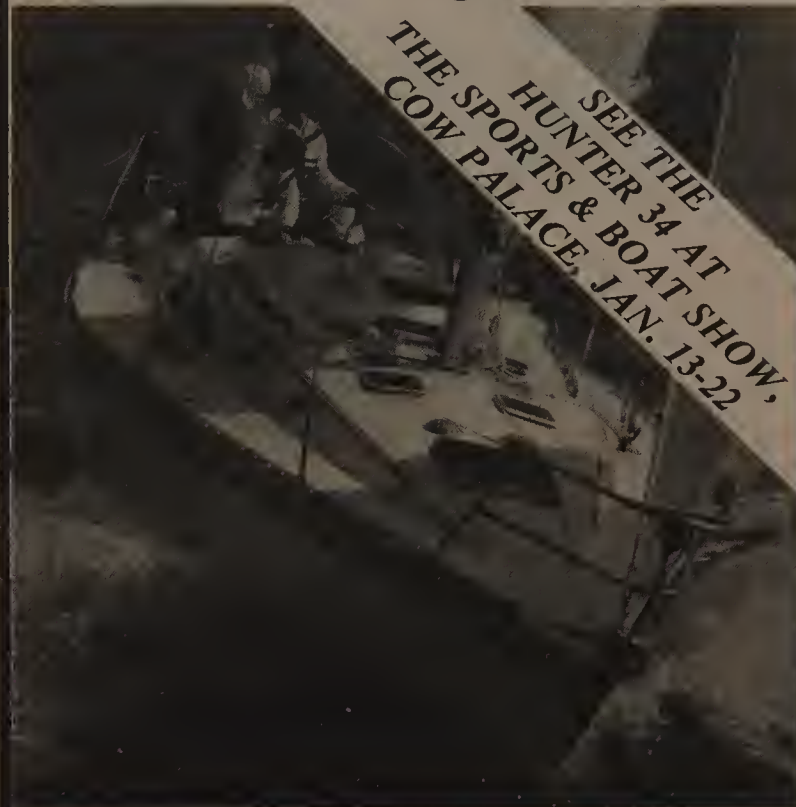
George Griffith
Long Beach

George — We don't have his address, but you can probably get it by calling John Walters of the Master Mariners Association, (707) 745-3388. We're sure he'd love to hear from you.

☐ THE DEFINITIVE WORD

Perhaps the definitive word on BCDC's Margit Hind and her like-minded henchpersons who continue to march forth from U.C. Berkeley, the gleam of righteousness in their eyes, came from the late Eric Hoffer, who, when in response to a question from an interviewer, said, "Do you know why the sociologists hate us (the working people)? Because we built the country without them!"

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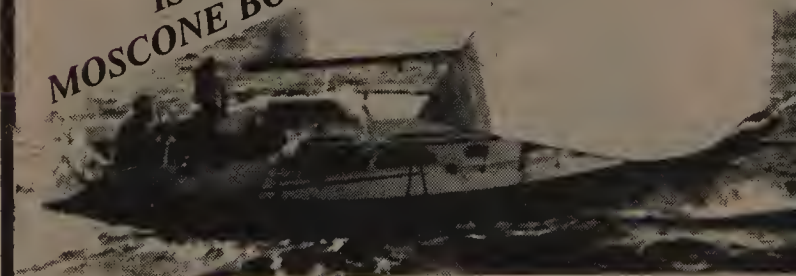


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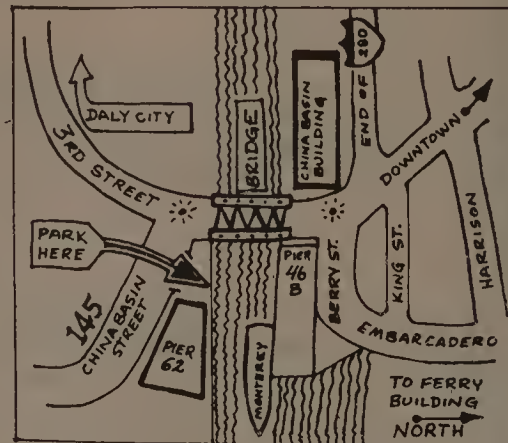
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LETTERS

Amen, liveboards.

Ron Hanford
Redding

□ WHEN BUZZ WORDS ARE NOT ENOUGH

Did someone mention *responsible* boating and philosophies? I am really interested in this subject and would like more. How good to hear that someone else thinks there is more to boating than hi-tech equipment and the Cabo Set.

I am concerned about nuclear bomb testing in the Pacific by the United States and France, and by South Africa in the Atlantic; radioactive waste dumping and chemical waste ships that burn toxic chemicals at sea.

Also, our government's political aggression worldwide hardly makes for friendly faces when we arrive. These subjects are of great consequence to boaters, though you would never know it by reading *Latitude 38* or hanging around the old yacht club.

Joan Valentine
Palo Alto

Joan — To date several readers have mentioned 'responsible boating', but unfortunately none have been brave enough to risk a succinct definition of exactly what the hell it's supposed to be. But who could blame them, it's a pretty tall order.

There have also been an assortment of (mostly) political statements made, groups of which were presumably meant to be offshoots of some reasoned philosophies. Regretably from the statements alone we've been unable to distill out the foundations of a coherent philosophy and precisely how they would be linked with recreational boating.

*Actually the only guy we know who made anything more than a banal crack at the problem was the author of *Zen and the Art of Motorcycle Maintenance*. About six years ago he wrote a piece for *Esquire* titled, *The Cruising Blues*. Most sailors were disappointed in it; we thought it was great.*

*Like you, we'd be very interested in reading about the subject in *Latitude 38*. The problem is finding someone wise enough to write it.*

□ SINK, SWIM, GO DOWN WITH THE SHIP, USE YOUR FREEDOM OF CHOICE

Concerning letters from No Name and Don Girod about being responsible boaters, which from your defensive response must have struck a sensitive spot; it is you who is "audacious" for striking out at those who strive for thoughtful and responsible boating philosophies. Your philosophy seems to be bigger is better, thousands of dollars of electronics, party time-trash out Hawaii after the race, grandee yachts, toys for the hip and wealthy and worst of all, support, or pretense at ignorance, of the monstrous, planetary life-threatening U.S. military.

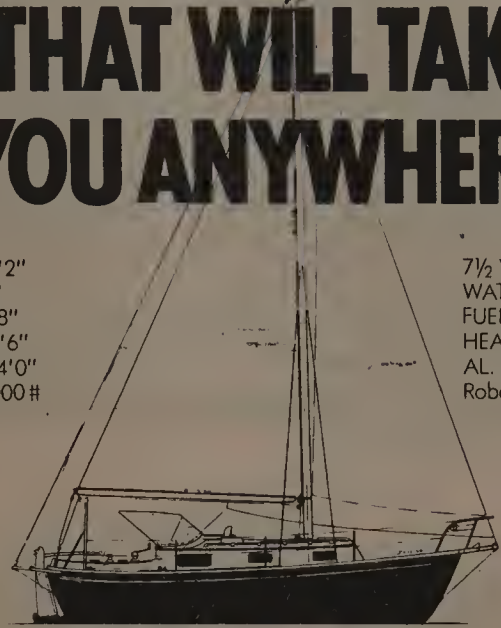
We should all improve on this elitist philosophy. Small is beautiful in boats as with so much else, and far more justifiable, for we are not isolated on this planet. Americans use 40 percent of the world's "resources" yet are only eight percent of the world's human population. Some boaters — also owning shoreside homes/mansions? — use the impact 20 times as much as other boaters. Boats over 24 feet long should be homes, not toys or weekend R.V.'s, and no private boats should be over 35 feet. Stop the Marina del Rey syndrome, Detroit parking lot for boats, the real estate marinas clogging our few anchorages. Support liveboards, those to whom boating is a holistic lifestyle, their home.

Stop supporting the military by advertising navy days, fleet week,

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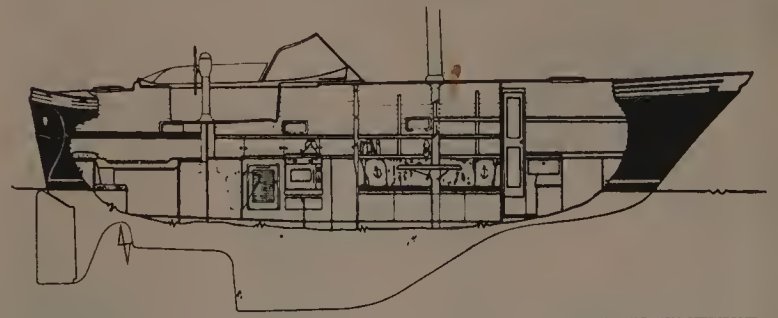


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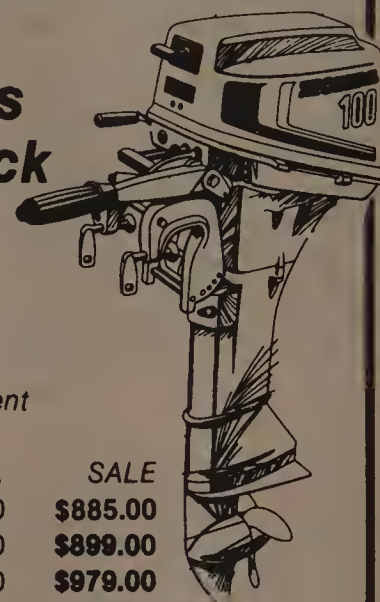
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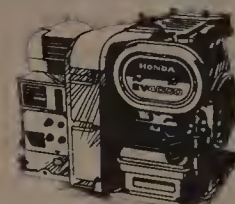
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LETTERS

extolling the virtues of individual military personnel. And we don't need anymore articles on the cruising adventures of Lawrence Livermore retirees or any other social criminals. This is the Empire club that has our only dear biosphere on the verge of a very cold nuclear winter. This group overthrows people's governments, supports dictatorships and racism, trains mercenaries and torturers. Even our local boaters are terrorized by the military using Raccoon Straits for their weapons "practice", as you covered.

Do you see this as bad behavior or is it too political and can therefore be conveniently ignored? Be responsible. It is time for self-critical re-evaluations. Let's strive for fairness and justice and self-limiting lifestyles. Get higher if you don't like people 'stooping so low'. We know *Latitude 38* isn't the worst boating magazine, but it is pretty flakey and consumer-oriented, and we suggest your study more about philosophy and social justice. Obviously your 'five years' didn't get it.

As for us, we demand a better mentality and intention from the rich American boaters and your magazine, that defends and sells foolish extravagance and pleasure at being on the 'top of the heap' arranged by military and economic conquest, and perpetuated by convenient ignorance.

P.S. Does Andrew really throw all of his clothes away every week? How about his dishes, razor, beer cans, etc.?

S. Kaiser
San Francisco

S. Kaiser — Our philosophy — which you've so completely misconstrued — is very simple: Be happy and you make the world — the entire world — a better place. We first got whiff of it back in 1967 when two rather silly teenage girls helped us levitate in the back of an east Oakland pizza parlor. If you had been there, you'd never had made the errant accusations you did in your letter.

As for Andrew, your preconceptions seem characteristically wide of the mark. He doesn't carry dishes. As was the case with his solo sail to Japan and back, he carries a dish, a bowl, a pot, a cup, a spoon, a fork, and a knife. Why, he would ask you, would he possibly need any more than one of each?

Andrew doesn't drink beer, except on very rare occasions to be diplomatic with his Australian hosts. As for his clothes, he takes thread bare used clothes, wears them for a week straight, and indeed throws them overboard.

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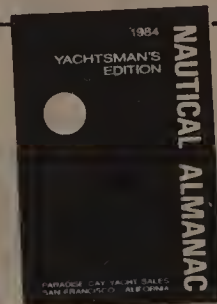
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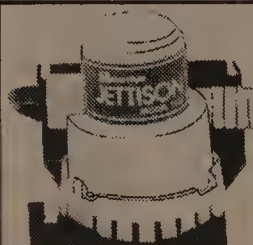
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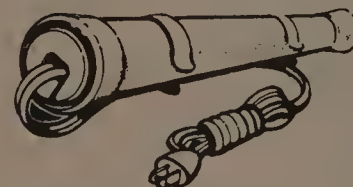
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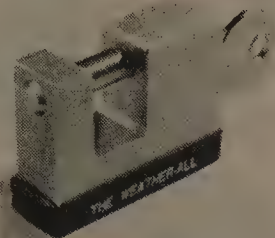
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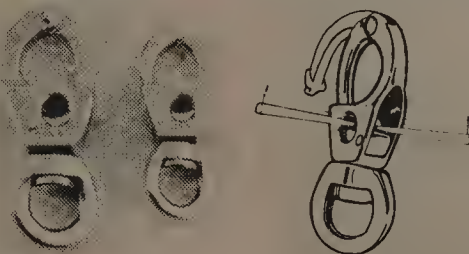
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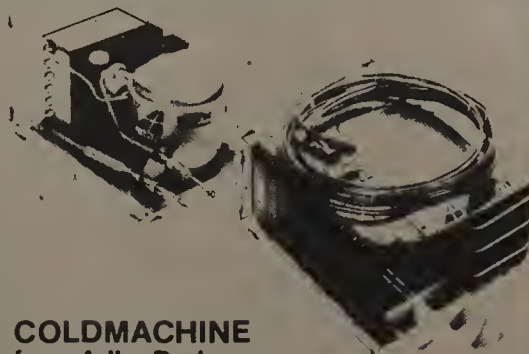
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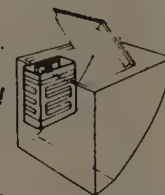
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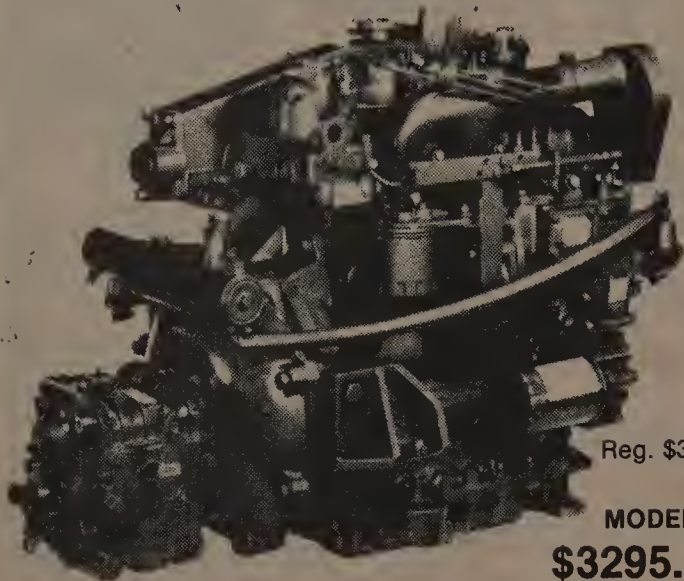
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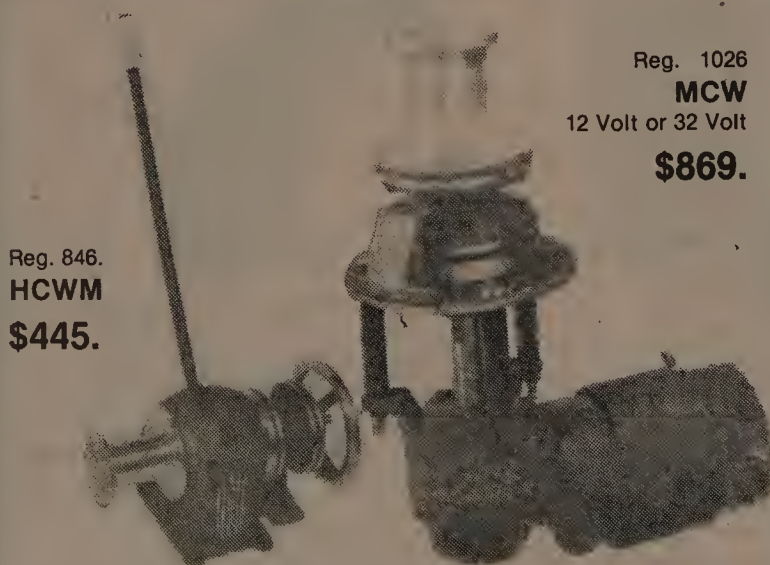


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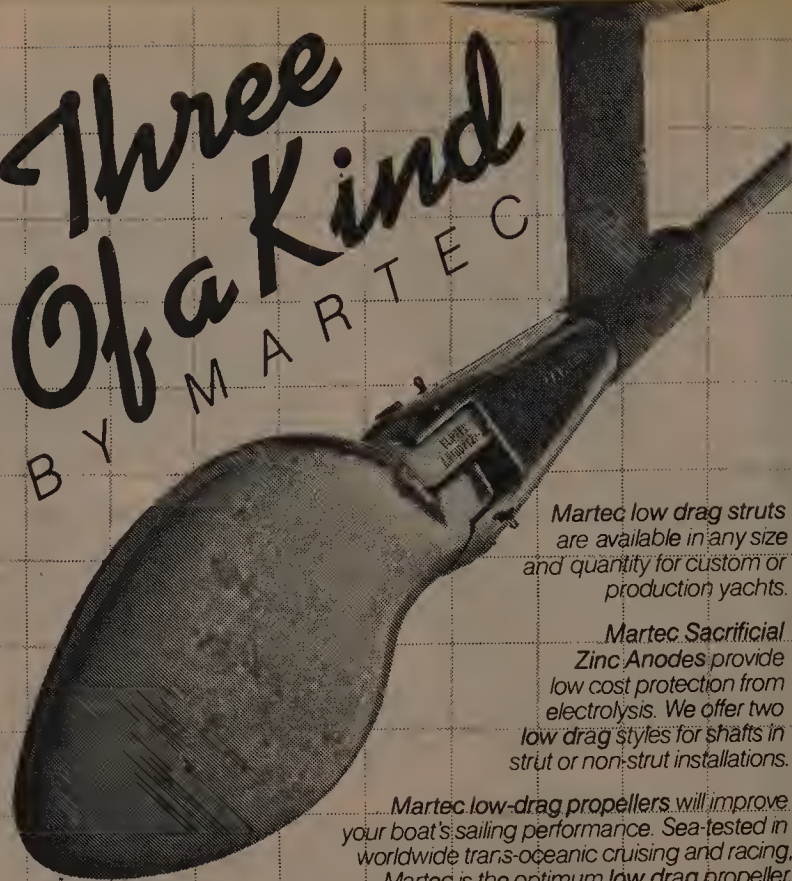
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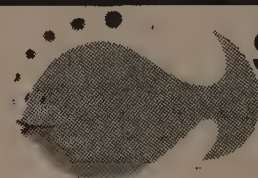
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LOOSE LIPS

Last September the Sausalito marinas were hit by a rash of boat break-ins. Over 30 boats were victimized, with losses reported in excess of \$40,000. Paranoia reigned supreme at the time, and there were widespread rumors of armed boatowners and booby-trapped boats.

The Sausalito Police Department eventually arrested James Clowes of Waldo Point after he was spotted taking gear from a boat and tried to swim away.

Clowes was charged with eight boat break-ins and pleaded guilty to two of them. In December he was sentenced to nine months in jail, although he may be released as early as April.

"What the hell we gonna do when we get there?"

"Get rich," Tony said quietly. An astonished look was in his eyes, as if he'd never spoken such a thing out loud. Perhaps he didn't know it till he said it.

"Hey, I'm with you," cried Manolo, clapping his hands three times and thrusting a fist in the air in a gesture of triumph. "Hey, Cousin Tony, we gonna get us a yacht?"

"Everything, pal," said Tony Montanà, his eyes still fixed on the far horizon. The chaos around him had vanished. He smiled at the open sea like an admiral. He clapped a hand on Manolo's shoulder. "We're gonna get us everything there is."

From "Scarface"

"Don't be an inadvertent accessory.

A Richmond sailmaker called us the other day, suggesting that perhaps San Francisco sailors are sometimes a little too trusting when it comes to business transactions. What brought this up was the discovery that apparently one of their longtime employees had been taking deposits for future work, deposits the company knew nothing about. So far the sailmaker has found that \$2,000 which they have never seen has been collected in their name.

Now the company readily has accepted the blame, admitting they were too lax with their checks and balances. However, they thought that too trusting customers had made the deceit all too easy to perpetrate. For all the customers either gave cash deposits for work without demanding a receipt, or even more surprising, made deposit checks out to the individual rather than the company they intended to do business with.

So folks, let's not get carried away with the casual atmosphere that sometimes surrounds the sailing industry. If you're giving someone \$50,000 cash for a boat down payment, remember to get a receipt. If you're buying \$13,500 of electronics equipment, make the check out to the company you're buying it from, not the individual who happens to deliver it to you.

The American Institute of Aeronautics and Astronautics (AIAA) and the Society of Naval Architects and Marine Engineers (SNAME) are announcing that their next symposium of the aeronautics and astronautics of sailing, aka "The Ancient Interface", will be held on October 27-28, 1984, at the Long Beach Convention Center during the Southern California Sailboat Show. Since 1969, this annual gathering has provided a forum for yachtsmen, engineers and scientists to exchange concepts and knowledge. Those wishing to present papers at the 1984 gathering are invited to send 500 word abstracts by May 23rd to John Letcher, Jr., Dept. of Naval Architecture, University of Michigan, North Campus, Ann Arbor, Michigan 48109. You can also call him at 313-764-6470 (office) or 313-662-1925 (home).

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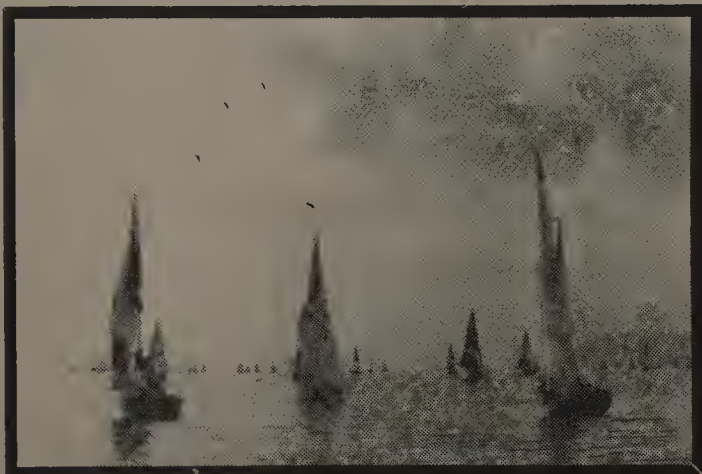
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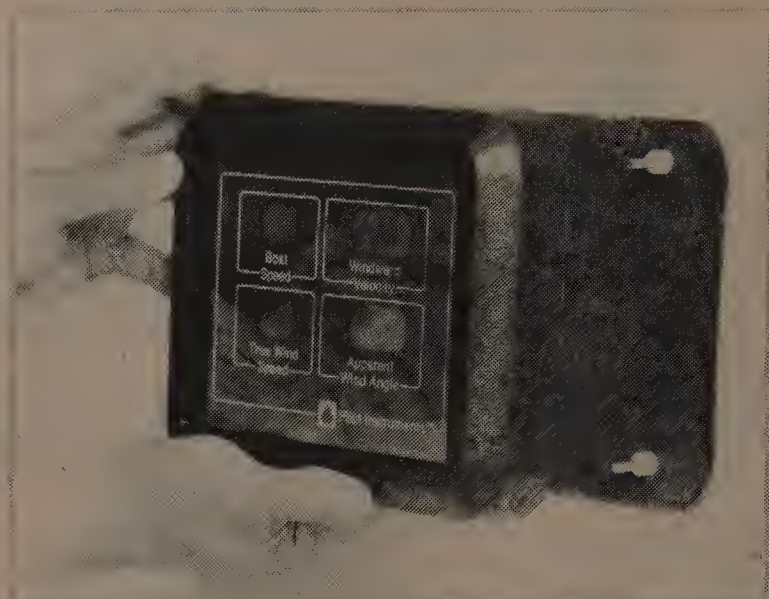
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LOOSE LIPS

If you want to get an idea of what such a paper reads like, you can now order last year's efforts. The bound proceedings of the 1983 meeting, which runs 149 pages, can be obtained by sending a \$20 check made out to "AIAA-Ancient Interface XIII" to John Benya, P.O. Box 6016, San Diego, Ca. 92106. Be forewarned, though — this is not easy reading. Subjects range from "Coupling Between Added Resistance and Ship Motions for Two Catamaran Configurations" to "The Hydrodynamics of Sailboard Design". Other topics include sail-assisted commercial fishing vessels, advanced sailboat patents, Magnus Effect rotors and the avoidance of inverted stable equilibrium. There's also one called "Mathematical Hull Design with Fairline/1.5" by John Letcher himself, which includes the following summary sentence that requires at least a Ph.D. just to read: "The Fairline/1.5 surface has a quadratic B-spline basis transversely and a sine-series basis longitudinally." Same to you, pal!

For those of you wintering in Southern California, the Orange Coast College Marine Activities program in Costa Mesa has a great lecture series lined up in January and February, with stories and movies of sailing triumphs and disasters.

On January 28th, John Guzzwell and his wife Dixie and son Jono will show a film of their two-year South Pacific voyage on the 45-ft cutter *Treasure*. John earlier completed a circumnavigation on the 20-ft *Trekka*, including pitchpoling while rounding Cape Horn.

On February 4th, sailor and scientist Richard Kelton will present a multi-media show called "Images of the South Pacific". Kelton combines archeology, anthropology and entomology along with cruising aboard his Wellington 47 *Enchantress*.

On February 11th, naval architect Bruce Bingham, known for his monthly "Sailor's Sketchbook" in *Sail* magazine, will discuss improving the handling and performance of cruising boats. Bingham is the man responsible for the popular Flicka design and is a liveaboard himself.

And finally, on February 18th, Jasmine and Mel Beller will tell their tale of disaster, ordeal and survival aboard their 36-ft sloop *Seagull*. Mel Beller was paralyzed from the neck down during a pitchpoling in the North Tasman Sea in 1982 and the couple's fate was left up to Jasmine, who pulled them through. Both of them will be present to recount their hair-raising story.

You can order tickets by mail for this series from the Orange Coast College Community Services, 2701 Fairview Road, Costa Mesa 92626, or at the box office on the evening of the event. Advance ticket prices are \$5 per session or \$18 for the series. Prices at the door are \$6. The presentations start at 8 p.m. at the Robert Moore Theatre. For more information, call (714) 432-5880.

For Sir James Hardy, alternate helmsman on America's Cup winner *Australia II* and a third generation wine producer, the worst part of the post-race celebration was watching his compatriots "spraying themselves and the crowd with fine champagne: 'That was Mumm's! After all the work that goes into it — it's all hand turned — there they were shaking it up!'"

"Hardy, whose father was Australia's first certified master yachtsman, grew up sailing boats and 'gargling with port if I had a sore throat. Then, when I was 14, my brother suggested that I really didn't have to spit it out. My attitude was greatly enriched.'"

From an interview by Kimball Livingston in the November 4th San Francisco Chronicle

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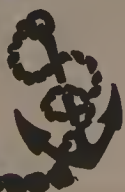
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LOOSE LIPS

"Pitch, pitch, Goddam your soul,
The more you pitch, the less you roll.
Or roll, roll you sonofabitch,
The more you roll the less you'll pitch."

Definitions:

Pirate — One who preys on all flags.

Buccaneer — One who preys on all but his fellow countrymen.

Privateers — One who preys only on vessels at war with his own country.

From Horace Beck's "Folklore and the Sea"

The annual meeting of the International Yacht Racing Union (IYRU) in London this past November produced several items of interest for racing sailors, such as restrictions on the use of Kevlar sails for boats rating less than 60.0 feet, and also a limit on the number of racing crew on IOR boats. Perhaps the most interesting item, however, was the announcement that "keel winglets, i.e. non-planar lifting surfaces" will be allowed on 12 meters. This is a direct result of the revolutionary Ben Lexcen designed keel on America's Cup winner *Australia II*. The only restriction on these winglets is that they not exceed the minimum beam of a 12 meter, which is 3.60 meters. This is to prevent, as the IYRU put it, "underwater collisions". The image of two bohemoth 12's locked together underwater like mating dogs does have a certain comical element to it, don't you think?

This summer's Pacific Cup TransPac from San Francisco Bay to Kauai will have a doublehanded division, which organizers say "won't be a 'Jack-and-Jill' type of race". For those of you who like the idea of spending two or more weeks at sea with someone of the opposite sex — or the same sex if you wish — then you might want to go on the *real* Jack-and-Jill TransPac, which will also be run this summer. The third edition of this contest, sponsored by the Sloop Tavern YC in Seattle, is having a preliminary get-together on January 21st at 7 p.m. in the Corinthian YC at Shilshole Marina (Dock S) in Seattle. For further race information, contact Randy Mueller, Race Chairman, 1733 NW 59th Street, Seattle, WA 98107 or call (206) 784-5437 evenings.

The first big race weekend of the year for IOR and ULDB yachts takes place at the Richmond YC on March 3-4 with the second annual Big Daddy regatta. Boats up to 60 feet with valid IOR certificates, as well as one design fleets of Santana 35's, Olson 30's, Moore 24's and other ULDB's are all welcome. There'll be one race a day and some hearty partying on Saturday night. For more information contact Gary Clifford at 233-9833.

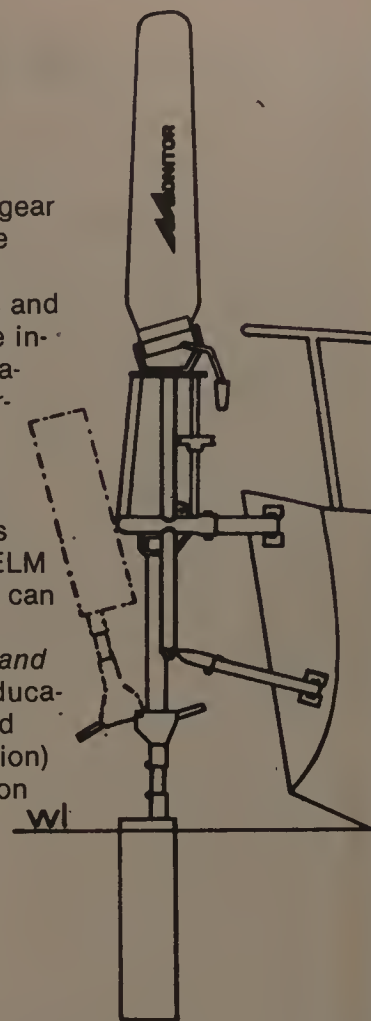
You hear the darnedest things on NOAA weather radio. Take December 3rd for example. We tuned in to see if we'd be able to make the mid-winter race that day and this is what we heard. "Barometric pressure is . . . it's 7 a.m. and at the San Francisco Airport the visibility is . . . aw, fuck . . ."

A few minutes later we heard the same announcer say, "Other Bay Area . . . aw, fuuuuu . . ."

December 3rd was a tough day for everyone.

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don't miss the boat (show)



That's what Carol Ramey, manager of the Northern California Marine Association (NCMA), wants everyone to know. Her NCMA-sponsored International Boat Show will run at San Francisco's Moscone Center from January 6-15. Known as a good show for sailors, the Moscone event will feature everything from boats to gear, from hardware to electronic navigation computers. Also on hand, says Carol, will be "lots of banks" eager to finance your nautical dreams.

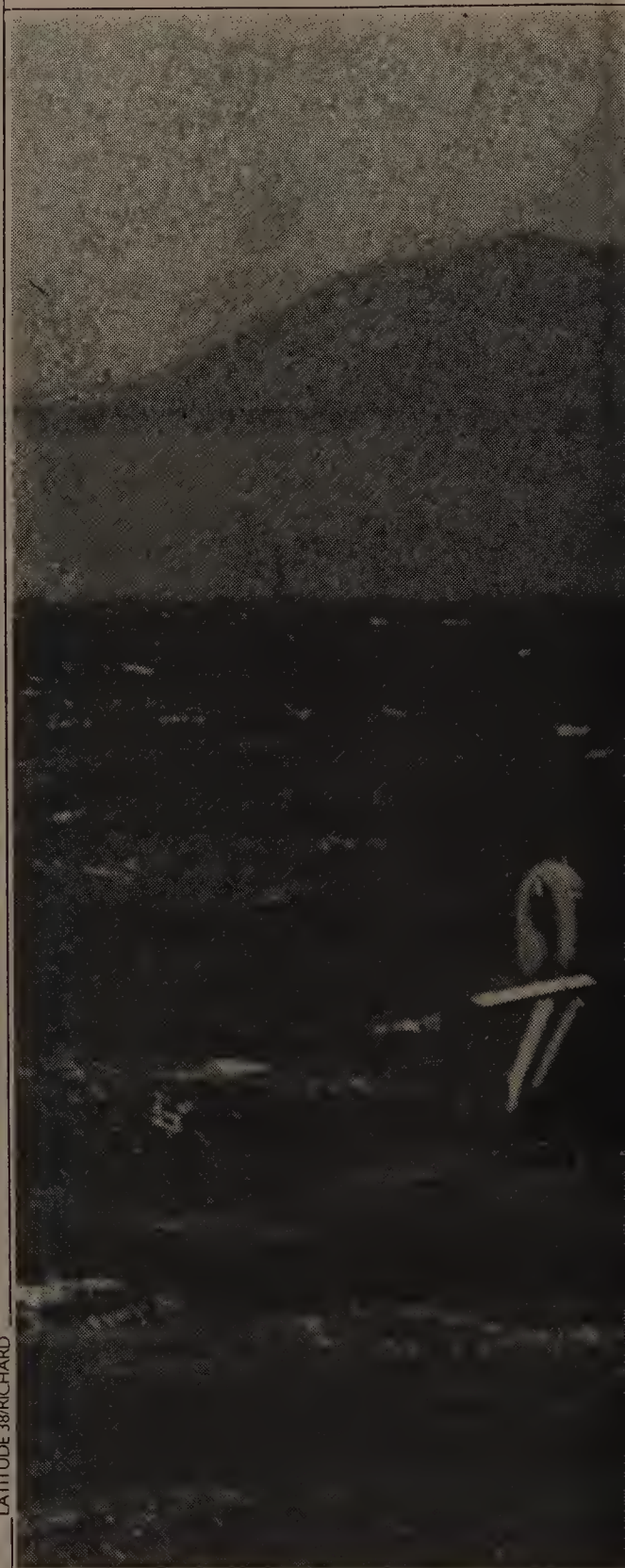
An added dimension to this year's Moscone Show will be two Olympic fund raising efforts intended to help out the 1984 Games in Los Angeles. Offshore powerboat racer Bob Nordskog will be there to drum up support for an ocean powerboat race to be held in May. The goal is to raise \$250,000 for the U.S. Olympic Committee.

Of more local concern will be efforts of the San Francisco Bay Sailing Association (SFBSA) to support Bay Area sailors aiming for the Olympic Gold Medal. The athletes will be on hand as well as a display of at least three of the seven Olympic Class sailboats. Scheduled to appear are Star class entries Paul Cayard and his crew Kenny Keefe, Soling skipper Jeff Madrigali and his *Team Sausalito* crew Bill Barton and Dave Stead, and singlehanded Finn skippers Craig Healy and Russ Silvestri. Also making an appearance will be Berkeley's Louie Nady, who was the Finn alternate in 1972 and an Olympic hopeful this year as well. Past Olympians, such as Oakland's Ed Bennett, the 1972 Finn helmsman, have been invited too. Special \$20 "Gold" tickets will be sold before the show at yacht clubs and selected chandleries around the Bay, and also at the door during the show itself. Purchasers can deduct the price of these tickets from their income tax and they will also be eligible for prizes when the stubs are drawn at the show. (For more information on this program, call Bill Kreysler at 415-459-7420).

Sailboats at the show will be many and varied. The list includes: Bristol 38.8, Islander 30 and 36, Catalina Yachts from 22 to 38-ft, Freedom 21, Swedish Winga 860 and Winga Queen motor sailer, Farr 1020, J-Boats from 22 to 30-ft, AMF Alcort's Sunfish, Force 5 and Trac 14-18, Tiga Sailboards, Hobie catamarans, Hobie 33, Holder Boats, Ross 780 and 930, Hunter Yachts from 22 to 34-ft, Lancer Yachts, C&C 35, Pearson 34, Ericson 30+, Jeanneau 27, Tradewind 43, Laguna 30, Bayfield 25, Sparkman & Stephens 40 and 47, Olson 40, MacGregor 22 and 25, Aloha 32 and 34, West Wight Potter 15 and 19, Nauticat 36, Express 27, Moore 24, Sailnetics' El Toro and Pram, Beneteau, Newport 30, Gulf 29, Union 36, Vindo 45, Mini 12, Milli-Meter, O'Day 22-23, Hotfoot 27, Laser and Passport 40.

cont'd on next sightings page

LATITUDE 38/RICHARD



emergency

Are you ready when an emergency strikes? These folks, who last summer lost the rig on their Thunderbird just as an inbound freighter approached, were.

Despite the heavy chop and lots of wind, they quickly but carefully got all the rigging



strikes

and lines on the boat before starting the engine and motoring clear.

"No, we don't need any help right now," they said. Indeed, they never did. Being self-sufficient is always a virtue on the water.

boat show - cont'd

Also on top for show-goers is a full schedule of special presentations for both the cruising and racing sailor. Seattle's John Neal, for example, will conduct mini-seminars on "Outfitting for Offshore Cruising", "Sailing Through Paradise" (from the West Coast to the South Pacific and New Zealand), and "Bareboat Chartering in the South Pacific". He'll also be showing two movies: "Round Cape Horn" and "Voyage to the Marquesas". (You can

cont'd on next sightings page

SIGHTINGS

boat show - cont'd

find John at Booth 548).

Other special shows include: Windward Leeward Sailing Tours' series on chartering in the Caribbean, Tahiti, Tonga, Australia and the Grenadines; Bay Area Multihull Institute's seminars on dinghy cruising and outfitting; Kame Richard's discussion of tides and currents on San Francisco Bay; Jeff Stagg's talk on his experiences aboard the 68-ft *Ceramco New Zealand* in the recent Whitbread Round the World Race; Dee Smith and Chris Corlett talking about winning SORC and traveling to the Admiral's Cup in the 43-ft IOR racer *Scarlett O'Hara*; Jocelyn Nash's series on sail selection, maintenance and techniques; Laurie Smith discussing owning a yacht for charter; Don and Joanne Sandstrom sharing experiences from their cruise around the world on a trimaran; and Ugo Conti talking about sailing his inflatable to Hawaii.

Show times at the Moscone are noon to 10 p.m. on weekdays, 10 a.m. to 10 p.m. on Saturdays, and 10 a.m. to 6 p.m. on Sundays. General admission is \$4 for adults, children 6-12 are \$1, and five and under free. For more information, call (415) 436-4664.

baby update

Last month we ran a story called *Giving Birth From A Boat*, recounting the Jungers family experience of having a child born in Mexico. By pure chance we happened to run into them at the anchorage in La Paz a few weeks after the issue was published, and got this update.

As far as the Jungers are concerned, La Paz is not only wonderful, it's their home. They, Craig, Susan, and children Kristy and Daniel, live out in the main anchorage on their Westsail 32.

As any mother of two children will tell you, having young children is a lot of work. But in the case of Susan Jungers, there are some complications that make it even more difficult. The boat obviously can be confining, and at least half the time she's alone with the children. Craig, you see, got a job. In New



Craig, Kristy, Susan and Daniel Jungers.

Jersey. He works on an oil rig for four weeks, then flies home to his family and boat in La Paz for four weeks. It's the regular routine.

Despite the sacrifices, the Junger family looks happy, healthy, and relaxed. That's doing pretty well in this world.

other boat shows

If you can't find what you want at the Moscone Boat Show, maybe you'll have better luck at the 42nd annual San Francisco Sports & Boat Show, which will run at the Cow Palace from January 13th to 22nd. While this show has a healthy sailboat and accessories sections, it also has big emphasis on camping, hunting, fishing and other outdoor activities. The "Wild West" atmosphere makes for an interesting trip for the whole family.

The Cow Palace show opens on weekdays at 1 pm and at 11 am on weekends. Tickets are \$4 for adults, \$1 for children. Senior citizens pay half price on weekdays until 6 pm. For information, call (415) 931-2500.

If you still haven't found what you want, then you'll have to wait for the March 7-11 Sacramento Boat Show, which will feature a "Hall of Sails". Show hours are from 2 to 10 pm on weeknights, 10 am to 10 pm on Saturday and 10 am to 6 pm on Sunday. Tickets are \$3.50 for adults and children under 12 get in free. For information, contact Scott Kemper, 2740 Fulton Ave., Suite 210, Sacramento, Ca. 95821. The phone number is (916) 482-8190.

fishing etiquette

January 2 marks the beginning of the second half of the herring season, a season that will last until March if the harvest quota is not reached before then.

Experienced winter sailors know that the herring season brings large numbers of fishing boats from all over the west coast to San Francisco Bay. Most herring boats are concentrated in the traditional herring spawning areas, off Sausalito, Angel Island, Yerba Buena, Treasure Island, and Richmond.

In years past there have been conflicts between the herring fishermen and local sailors who sometimes get their boats caught in the herring nets. To try and avoid this problem, the California Department of Fish and Game has prohibited herring fishing from noon on Friday until sunset on Sundays, every weekend until the end of the season. This means the only problems can be expected on weekdays. If you're sailing in the herring areas during the week, be courteous and stay clear of the fishermen trying to make a living.

bcdc petition

"But what can I do about it?"

A lot of sailors and friends of the waterfront unhappy with the much-discussed BCDC Staff Report on Houseboats and Live-aboards haven't been able to find a way to express their objections to the report and its recommen-

PETITION IN PROTEST OF THE BCDC STAFF REPORT ON HOUSEBOATS AND LIVE-ABOARDS

Approved by Bay Area Boaters (B.A.B.)

We, the undersigned, strongly disagree with the BCDC "Staff Report on Houseboats and Live-aboards". It is our sincere belief that this "report" was ill-conceived, poorly executed, and reached conclusions inconsistent with the facts.

We further disagree with the BCDC staff's contention that live-aboards violate the public trust. Government agencies in many California cities clearly do not find this practice to be a public trust violation.

While we applaud the BCDC's basic goals of reasonable Bay development with increased public access, we feel their attempt to control lifestyles of individuals will be unnecessarily adversarial, recklessly punitive, and would be an usurpation of existing authority. The policing of vessels should be left to the Coast Guard and local authorities.

Signature

Street

City

*Return to B.A.B., 629 Bair Island Road, #103, Redwood City 94063
by February 15, 1984*

cont'd on next sightings page

bcdc petition - cont'd

dations. One solution to that quest is here on this page. Simply xerox a copy of the petition, have the appropriate number of people sign it, and then mail it to B.A.B. at 629 Bair Island Road, #103, Redwood City, 94063 prior to February 15th.

B.A.B. is Bay Area Boaters, a non-profit group of responsible boatowners that was formed in response to the BCDC Report. B.A.B. is responsible for the content of the petition.

B.A.B. urges all boatowners not to believe that the Staff Report only affects those who live-aboard. The recommendations contained in the Report have serious implications for all boatowners.

We at *Latitude 38* support the petition, and urge everyone to take a few minutes to get a petition filled out and mail it in to B.A.B. It's important.

coast guard classes

The United States Coast Guard Auxiliary offers free boating skills and sailing and seamanship classes that cover everything from terminology, knots, rules of the road, and weather, to engines for sailboats and tuning and variant rigs. The classes have had strong followings and favorable response, and are usually 6 to 13 lessons held in the evenings. For classes in areas not listed, contact the Auxiliary Office in Alameda at (415) 437-3311.

Boating Skills and Seamanship

Place	Date	Contact	Phone
Oakland	Jan. 3	Joan Rowe	(415) 276-3843
Walnut Creek	Jan. 3	July Jentzen	(415) 829-7365
Brentwood	Jan. 5	R.N. Benson	(415) 684-3291
Hayard	Jan. 10	Eugene Anson	(415) 782-1731
Carmichael	Jan. 11	Wanda V. Powers	(916) 331-3716
Petaluma	Jan. 11	George Hayes	(707) 762-4047
Saratoga	Jan. 17	Ellie & Bob Usher	(408) 286-0101
San Francisco	Jan. 18	George Hagerman	(415) 981-1796
San Leandro	Jan. 18	Gilbert Olivera	(415) 278-2087
San Mateo	Jan. 19	Andrew Abbott	(415) 341-6272
Mountain View	Jan. 24	Jean Bristol	(415) 961-5324
Carmichael	Feb. 1	Wanda V. Powers	(916) 331-3716
Redding	Feb. 1	F.J. Moyles	(916) 623-5744
San Jose	Feb. 1	Lynn & R.G. Haydis	(408) 723-0223
So. San Francisco	Feb. 2	Les Davis	(415) 588-1911
So. San Francisco	Feb. 2	Frances Teasdale	(415) 355-4736
Modesto	Feb. 6	Ted Stixrud	(209) 526-2204
Arroyo Grande	Feb. 7	Elaine Corwin	(805) 481-4956
Eureka	Feb. 8	George Fini	(707) 442-7709
Santa Rosa	Feb. 8	Larry Kubo	(707) 539-9409
Redwood City	Feb. 9	Mike O'Leary	(415) 363-0778
Byron	Feb. 15	R.N. Benson	(415) 684-3291
Carmichael	Feb. 22	Wanda V. Powers	(916) 331-3716
Sacramento	Feb. 27	Wanda V. Powers	(916) 331-3716
Vallejo	Feb. 27	William Bennett	(707) 644-9197
Alameda	March 6	John S. Kartychak	(415) 525-6111
Berkeley	March 6	Diane L. Chapuis	(415) 526-1895
Richmond	March 6	Caroline Erbele	(415) 235-0664
Redwood Valley	March 7	Jane Rizer	(707) 485-8882
Fort Bragg	March 8	Therman Sprock	(707) 937-4359
Oakland	March 27	Joan Rowe	(415) 276-3843
Capitola	April 5	Mary T. Garfield	(408) 475-5410
Ukiah	May 7	Jane Rizer	(707) 485-8882
Antioch	May 24	R.N. Benson	(415) 684-3291
Sacramento	June 18	Wanda V. Powers	(916) 331-3716
Oakland	June 19	Joan Rowe	(415) 276-3843
Hayward	Sept. 11	E. Stillman	(415) 782-5709
Oakland	Sept. 11	Joan Rowe	(415) 276-3843
Richmond	Sept. 18	Caroline Erbele	(415) 235-0664
San Jose	Sept. 18	R.G. Haydis	(408) 723-0223

cont'd on next sightings page

the last free class?

Community college budgets being what they are these days — like ice cubes on a hot summer day — you had better sign up now for the College of Alameda's free (at least when we last checked they were free) classes on Coastal Piloting, Celestial Navigation and Weather for Mariners. Instructor Peter Jowise says at least two of these classes will get the ax in the spring. Sessions begin January 3rd and are given in the evening during the week. To register, call the Admissions Office at 522-7221. The college is located at 555 Atlantic Ave., Alameda, Ca. 94501, immediately to the right as you come out of the Alameda Tube from Oakland.

erratum

One of our resolutions for the New Year is to not screw up the facts in stories we write or make statements that we'll regret later. Unfortunately we were a couple of months too late for 1983, so we must now try to make amends as best we can.

First off, let's address December's *Loose Lips* article about developments in the marine chandlery business where we reported the recent expansions of West Marine Products, Anchorage Marine and Svendsen's Marine. The last sentence needed some editing which it never got. As it appeared in print, the statement inferred that we hoped the small chandleries would benefit most from these changes in the larger outfits. What we *really* meant to say was that all this increased competition would hopefully benefit the customer the most.

Secondly, the December Racing Sheet identified the owner of the Olson 40 *Am-bush* as John Bulton. His last name is really Button.

Thirdly, and hopefully finally, our Hawaiian correspondent Lynn Nakkim let us know that she did not tell us that Cliff Merritt had singlehanded his *Islander 44 Wicked Wahine* from the Marquesas to Hawaii as we reported in the November *Changes in Latitudes*. His course was just the reverse, and Lynn says the folks at the Ala Wai Yacht Harbor have been giving her grief ever since it appeared in print. "I know I told you which way he went — I even mentioned that he was laying the slab for the showers in the new Marquesas Yacht Club — how could he do that here (in Hawaii)???" Tell them it was a real haole mistake. Aloha!

cape town flash

Andrew Urbanczyk's wife Krystyna reports that *Nord IV*, the Ericson 30 + that Andy and his eight-year old cat Cardinal Virtue are sailing, arrived in Cape Town, South Africa, on December 18th, 79 days after leaving Darwin, Australia, on the second leg of their circumnavigation. *Nord IV* averaged just under four knots on the 7,500-mile leg, less than the 4.8 knot pace set in the first segment from San Francisco to Darwin. There



Howdy Andy.

are two more sections left in Andy's *Equatorial Challenge*, which will take him to the Panama Canal and then home to San Francisco later this year.

classes — cont'd

Sailing and Seamanship

Oakland	Jan. 3	Joan Rowe	(415) 276-3843
Walnut Creek	Jan. 3	July Jentzen	(415) 829-7365
Capitola	Jan. 5	Mary T. Garfield	(408) 475-5410
Sunnyvale	Jan. 9	Gordon Yeadon	(408) 241-9551
Alameda	Jan. 11	Les Anderson	(415) 531-3480
San Francisco	Jan. 17	George Hagerman	(415) 981-1796
Saratoga	Jan. 17	Ellie & Bob Usher	(408) 286-0101
San Mateo	Jan. 19	Andrew Abbott	(415) 341-6272
So. San Francisco	Feb. 2	Frances Teasdale	(415) 355-4736
Modesto	Feb. 6	Ted Stixrud	(209) 526-2204
Vallejo	Feb. 27	William Bennett	(707) 644-9197
Carmichael	March 14	Wanda V. Powers	(916) 331-3716
Richmond	April 17	Caroline Erbele	(415) 235-0664
Oakland	June 19	Joan Rowe	(415) 276-3843
Carmichael	June 27	Wanda V. Powers	(916) 331-3716
Capitola	July 5	Mary T. Garfield	(408) 475-5410
Berkeley	Sept. 4	Diane L. Chapuis	(415) 526-1895
San Leandro	Sept. 5	Gilbert Olivera	(415) 278-2087
Oakland	Sept. 11	Joan Rowe	(415) 276-3843
Redwood Valley	Sept. 12	Jane Rizer	(707) 485-8882

from big macs to borscht

There are very few firsts when it comes to cruising, but Doug Par, a construction engineer from Seattle has managed one. Last summer he was the first American to sail his boat, the 36-ft Jouet motorsailer, *Spontaneity*, through the Black Sea into Russia.

Par's three-week odyssey began when he was told the trip would never take place. "The Russians won't let you in" he heard over and over again. But by constantly plugging away he managed to obtain not one but two Russian visas before he left Seattle.

In the port city of Odessa, on the southwest coast of Russia, *Spontaneity* was first docked in a commercial shipping area, close to cruise ships and a hydrofoil, but then moved to a more secluded and secure area. No matter where the Russian government agents put the boat, though, there were usually from 20 to 200 people wanting to catch a glimpse of Doug and his two crew members. As the Russians watched the Americans, soldiers watched the Russians to be sure that no one talked to the crew of *Spontaneity*.

Here's an excerpt from the log of Doug's 19-year-old nephew, who was one of the crew:

"The next morning we got up and had a little watermelon, our staple food onboard, and then went out on deck to write in our journals. The usual crowd was already out. We had our famous sign out (Girl Crew Wanted) which upset our guards. One came over and said, "You need girls?" in English. We said, "Yes", and then he shook his head and said, "Not here". He was very nice and seemed to get a kick out of it."

Doug's sign was an icebreaker of sorts throughout his whole voyage. When he sailed over to the Black Sea Yacht Club in Odessa and hoisted his Girl Crew Wanted calling card, a few very attractive young women dove off the surrounding sailboats and started swimming towards him. Unfortunately they were turned back by the ever-present guards.

At another point Doug wanted to talk with the Russian sailors on the government-owned yachts, including one Doug Peterson-designed two-tonner, but he was forced to go back to his original mooring at the port.

Doug's trip was full of cat and mouse games played by both the crew of *Spontaneity* and the Russians ordered to watch them. The situation got serious when, on a side trip to Moscow, the two crew members went off to photograph Red Square at night. They tried to trade some dollars for roubles on the black market and were picked up and questioned by the police. A few

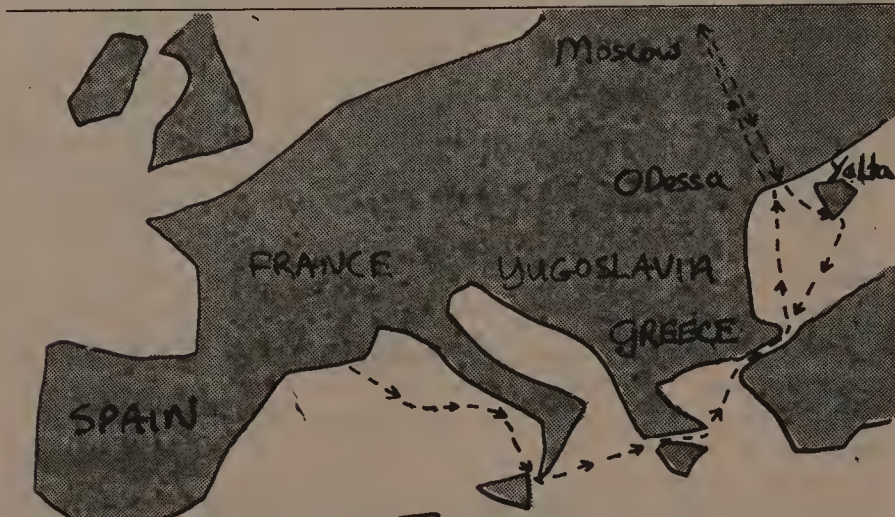
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SIGHTINGS

borscht - cont'd

chilling hours later the authorities released them.

Overall, Doug said, their treatment was first class and they were allowed access to the Russian people and even to the Black Sea Yacht Club. He found the Russians, especially the young ones, to be warm, friendly and proud of their country.



A return trip is planned for this summer and Doug wants to take a ten boat flotilla with him. The seven-week voyage will be divided into three phases, two weeks from Athens to Istanbul, three weeks on the Black Sea and in Russia, and two weeks return from Istanbul to Athens. Prospective sailors can join the cruise for any of the three legs. Niki Tours in Los Angeles is handling the arrangements. If you want more information and are calling from California, dial (800) 482-2413.

— glenda ganny carroll

more berths, some with subleases

The Marina Bay Development Corporation started 1984 with a bang. On January 1 they officially opened the doors to the new Marina Bay Yacht Club facility as well as 282 new boats slips. Noteworthy is the fact that 67 of the 282 new berths have 50-year subleases available for purchase.

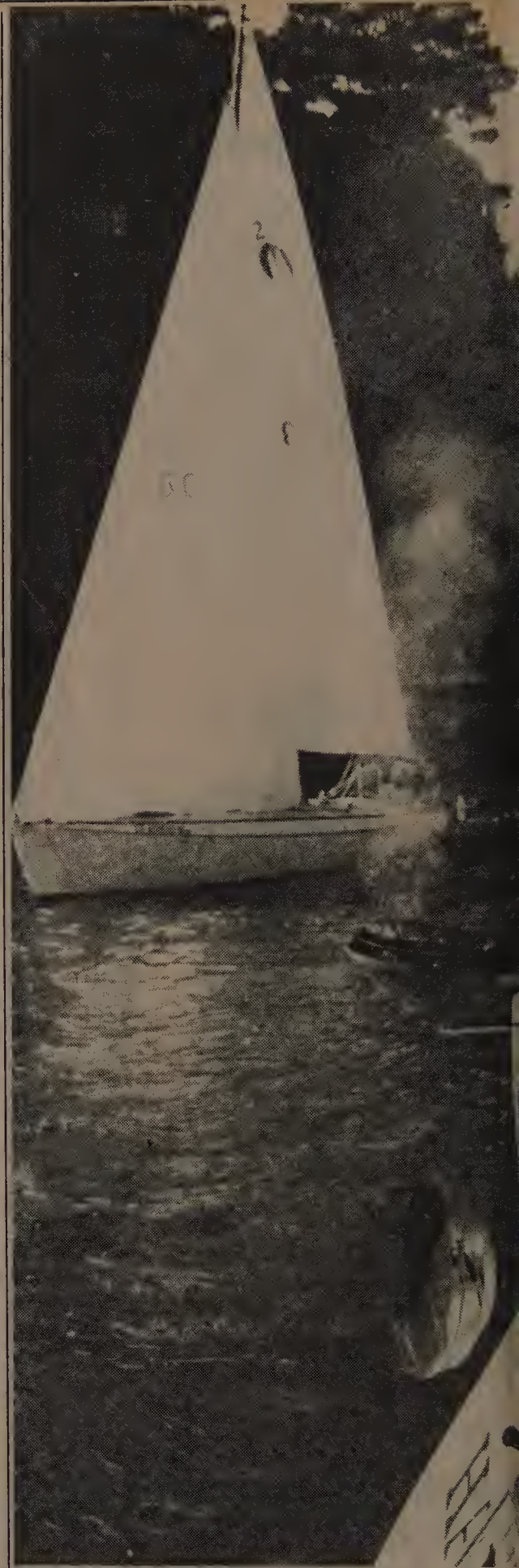
Marina Bay, as many sailors already know, is the \$1 billion nautical, commercial, and residential community that has been emerging from the site of the old Kaiser shipyard in Richmond. Eventually the entire complex will have 2,200 berths, the largest in Northern California. This is not to mention the 8,000 people who will eventually populate the 3,000 condominiums.

Prior to this most recent opening, Marina Bay featured the 500-berth Richmond Municipal Marina, and 130 Northside condominiums, a launch ramp, and a park. The new 282 berths and yacht club, however, are just part of continued development. By summer of next year the first two restaurants will be in operation. So while the area has been somewhat quiet to date, it's about to become increasingly lively.

The new slips are absolutely first class. Each comes with its own power, water, and dock boxes. You can get a telephone hook-up, and 10% of the berths have facilities so holding tanks can be pumped out right there at your own berth. Renters at Marina Bay automatically become members of the Marina Bay Cruising Club, which features great shower and head facilities, a coffee bar, ice machine, and washer-dryer — and there's no charge!

For those wanting something a little fancier, the attractive new Marina Bay Yacht Club building was recently completed. It has a full service bar, a kitchen area, an outside sundeck overlooking the harbor, a fireplace, and even-

cont'd on next sightings page



when in doubt,

What do you do in the middle of a mid-winter race when the wind poops out and the tide is ebbing like a mother? Why, you throw the hook over the side, get out the marine barbeque and start cooking up some steaks. That's exactly what this fellow did

berths - cont'd

tually will have tennis courts and a swimming pool. There will be initiation and monthly fees to belong to this club.

For those interested in renting a slip, the rate is \$3.95 a linear foot per month. A 40-ft berth, therefore runs about \$160 a month — the nice cruising club facilities included. About 60% of the berths are in the 32 to 40-ft range, while about 40% are in the 42 to 56-ft range. There are just two 28-ft berths and one 75-ft berth.

For those interested in buying a 50-year sublease, these will run \$700 a linear foot. A 40-ft slip would therefore cost \$28,000. That sounds like a lot of money, but over the course of 50 years it works out to less than \$1.20 a foot per month. Of course that doesn't include the cost of money or the \$.75 per slip foot monthly fee for maintenance, but it still seems like a good deal over the long run.

Sixty-seven of the slips will be available for sublease this year. They include 14 30-footers, 12 36-footers; 16 40-footers; 5 42-footers; 11 44-footers; and 8 56-footers. Many banks will offer financing on such subleases, and with home equity loans you can get a variable rate that's currently as low as under 12%. You can depreciate the investment and interest payments are tax deductible. These subleases can be resold at market value or you may rent the berth out to another boatowner if you wish.

We've been sailing out on the Richmond Municipal Marina which is just a stone's throw away from the Marina Bay berths, and we like it. In the lee of Angel Island you can often have a nice, gentle sail across the Bay while



Marina Bay Yacht Club.

everywhere else is frothing. It's almost always a toasty downwind run home, and Richmond nights are reputed to be among the most fog-free and pleasant of any around the Bay's shores. Both Marina Bay and the Richmond Municipal Marina rode out the most recent storm with no difficulty.

If you're looking for a place to berth your boat or a berth to semi-permanently sub-lease you ought to sail over or drive by. By water, Marina Bay is just a half mile down the Channel past Brickyard Cove, by road you can't miss the signs on Hoffman Boulevard. Or you can call (415) 237-0532 for further information.

cook out

during the last Corinthian race. We were anchored right next to him and the smell was most alluring. We pulled anchor and went chasing zephyrs before the steaks were done, though. Maybe next time.

rboc wraps up a good year

The folks at Recreational Boaters of California (RBOC), whose main function is to represent the interests of California boaters, feel they had a pretty good 1983. They reviewed an amazing 7,000 versions of legislative measures during that time to see how any of them would affect the boating com-

cont'd on next sightings page

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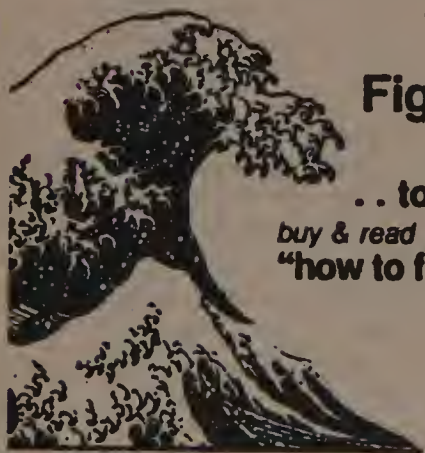
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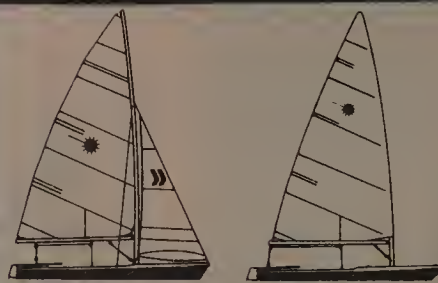
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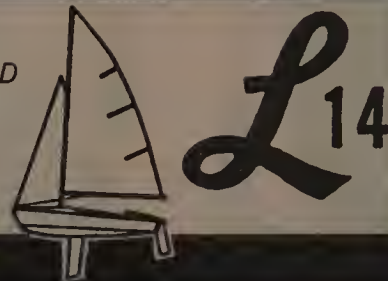


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PT BONITA YACHTS

PAULA BLASIER
VICE PRESIDENT

January 1, 1984

Phil and Kay Shuper
XXXXXXXXXXXXXXXXXXXX
XXXXXXXXXXXXXXXXXXXX

Dear Phil and Kay,

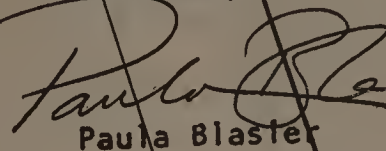
Thank you for your interest in the Sparkman & Stephens 47. Per your request, I have enclosed detailed specifications on the yacht. While this information will certainly assist you in comparing the quality and level of equipment on the 47 to any other yacht, brochures cannot speak to your most critical concern - design integrity.

In over forty years of yacht design Rod and Olin Stephens have made integrity the benchmark of Sparkman & Stephens creations. Owners could assume the highest standards of engineering and design and enjoy the grace, elegance, and speed that come from the drawings marked Sparkman & Stephens. These designs were typically built in custom yards since most production builders were discouraged by the standards required by Sparkman & Stephens.

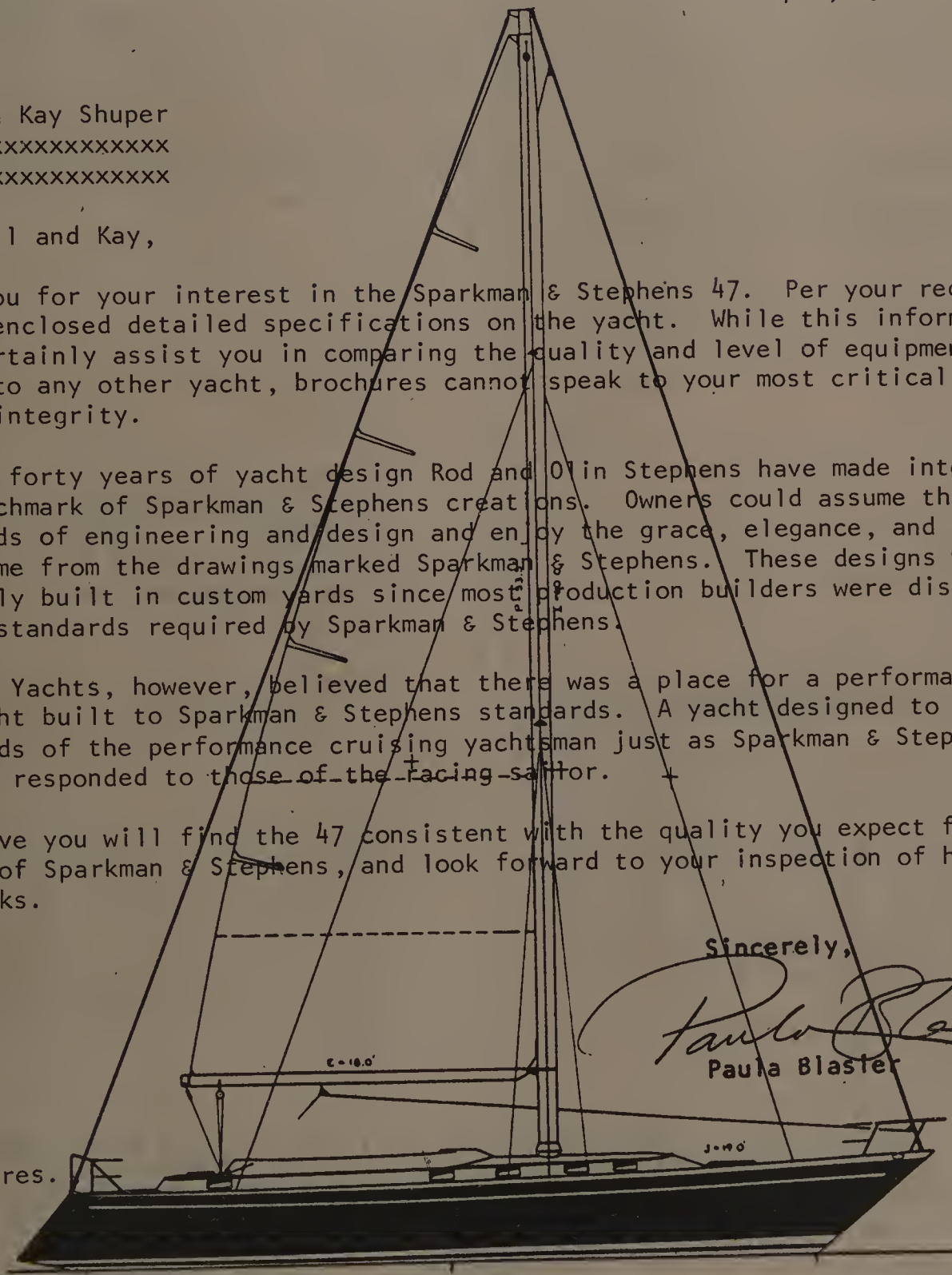
Stevens Yachts, however, believed that there was a place for a performance cruising yacht built to Sparkman & Stephens standards. A yacht designed to respond to the needs of the performance cruising yachtsman just as Sparkman & Stephens' Swan designs responded to those of the racing sailor.

I believe you will find the 47 consistent with the quality you expect from the boards of Sparkman & Stephens, and look forward to your inspection of her at our docks.

Sincerely,


Paula Blasier

PB/cc
Enclosures.



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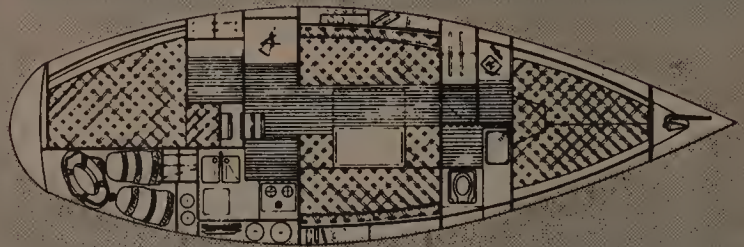
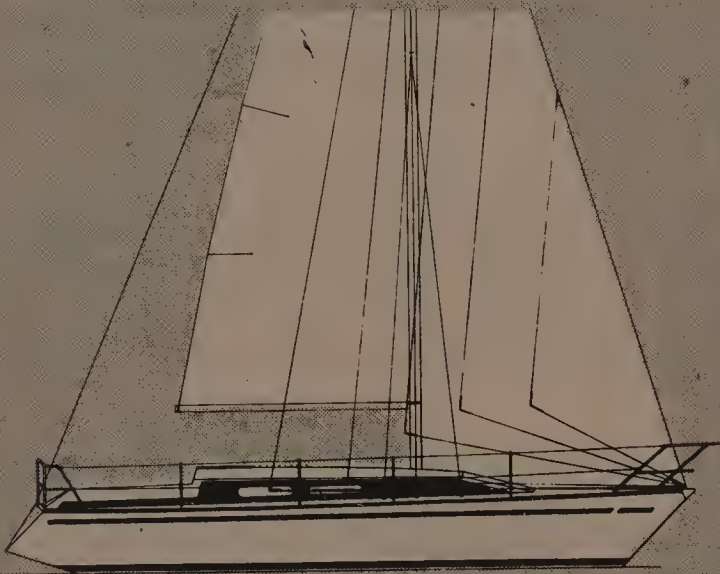
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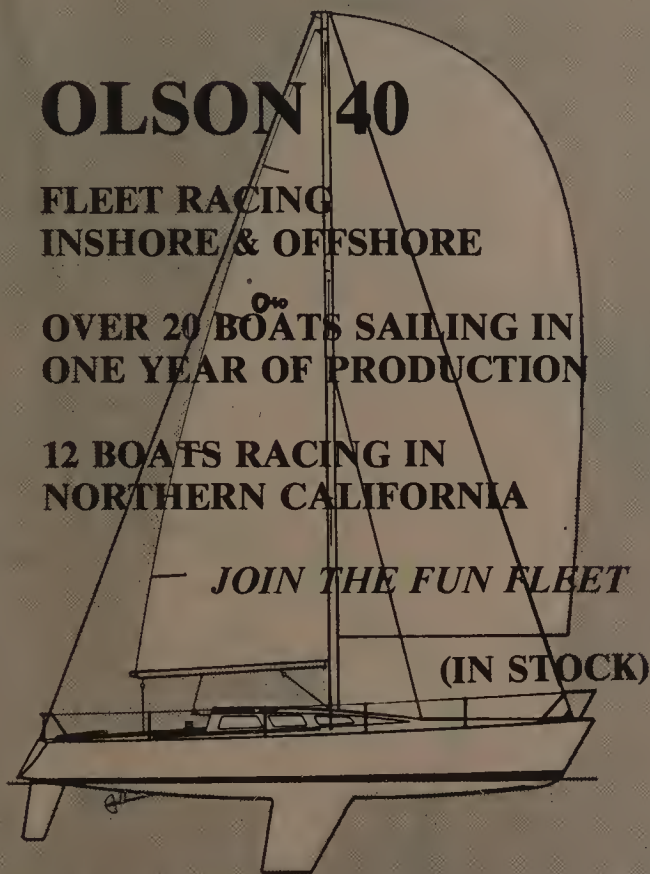
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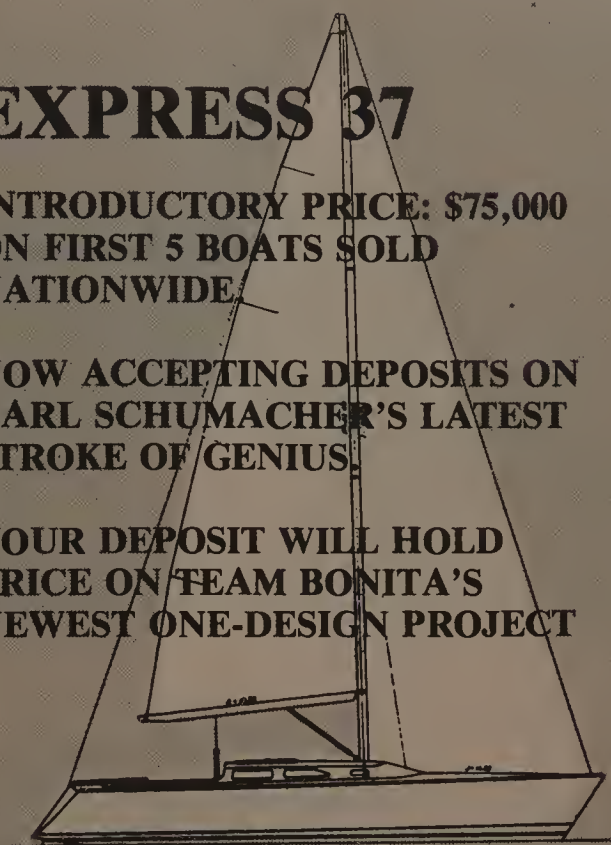


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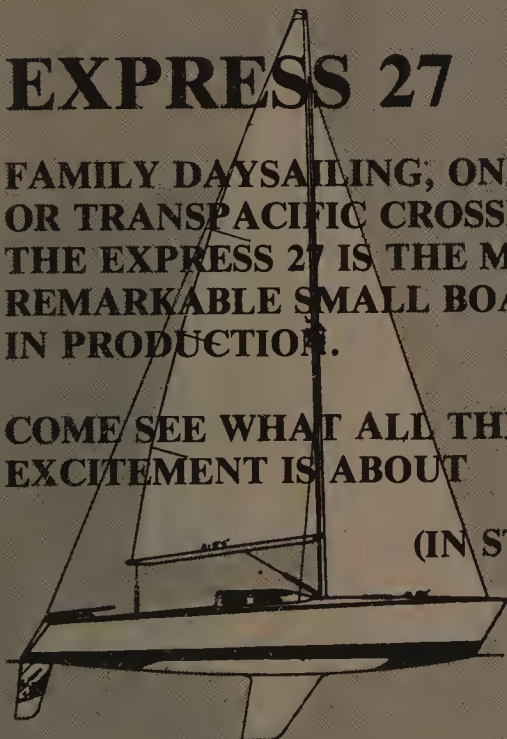


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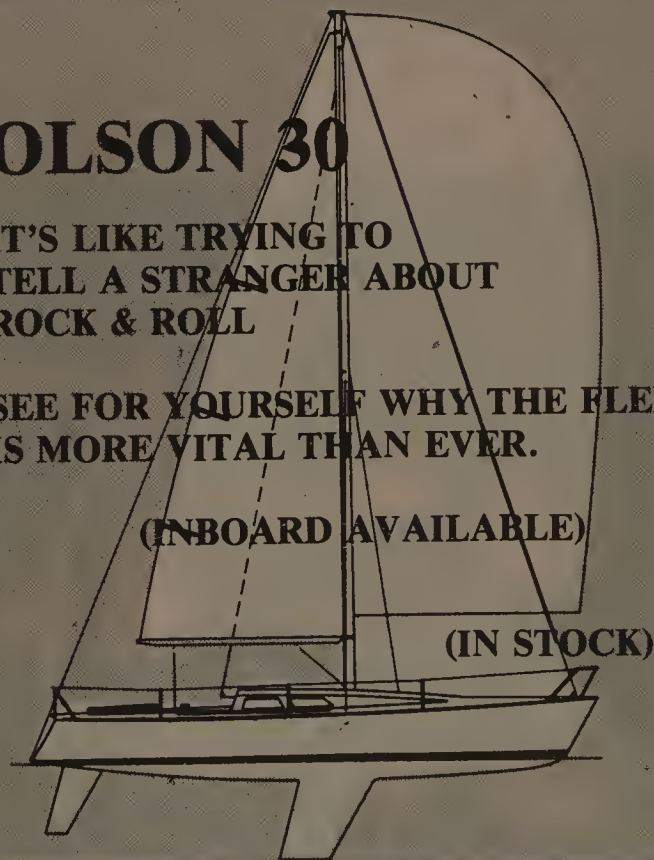
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rboc — cont'd

munity. The RBOC board of directors, made up of representative of the Pacific Inter-Club Yachting Association of Northern California and the Southern California Yachting Association, took positions on 56 of those measures and mapped out strategies to support those positions.

There were a few well-defined categories that RBOC concerned itself with legislatively. First, they were vigilant in keeping gas tax dollars that boaters pay from being siphoned off into non-boating areas rather than being used as loans for building public and private boating facilities. Secondly, they worked to prevent mandatory licensing of all boaters, an attempt by legislators to cut down on drunk and drugged boat operation. A two-year study of the problem is now underway to see if there isn't a better way to handle it.

Thirdly, RBOC monitored legislation concerning the Delta, which is suffering increasing incidents of levee failure and is still being coveted by agricultural interests and Southern Californians even after the defeat of the Peripheral Canal. And finally, RBOC worked aggressively to gain passage of AB 1112, which Governor Deukmejian signed last August and which terminated the "comparable rates policy" of raising rents at public marinas.

If you would like to join RBOC in their efforts to help you, simply request more information from them by writing to their offices at Suite 220, 925 "L" Street, Sacramento 95814.

a one-design class?

The young lady pictured here goes by the name Christina, and we understand she does some pretty neat things with a sword. This picture was taken in late October of last year, when Christina performed for members of the Passport 40 class as part of the first Annual Robert Perry Passport Perpetual Trophy. Dr. Larry Franz and his *Sea Peace* were the winners of the trophy, which was presented in person by the Passport 40 designer Robert Perry of

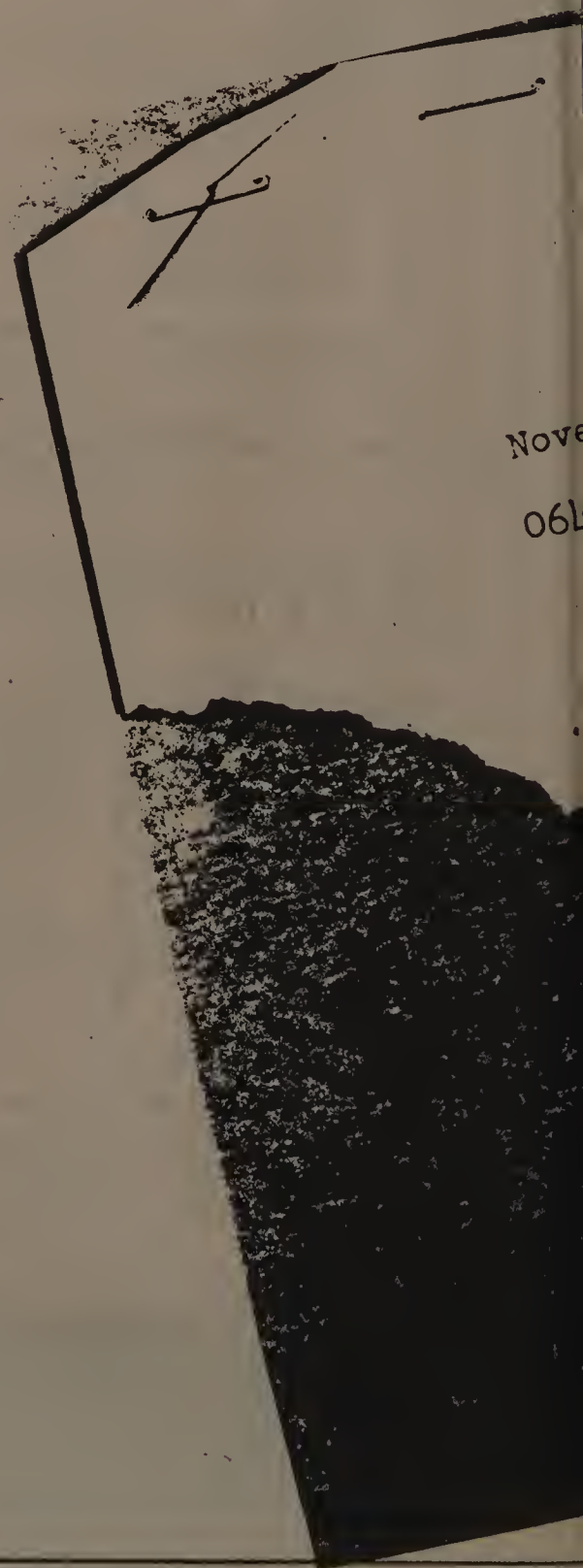


Seattle. Unfortunately, Perry had to follow Christina's act, and all the clichés about such a situation applied. We don't know much more about her, other than that she works at a Moroccan restaurant in San Rafael, and that her presence is anticipated at the next Passport 40 regatta in October of this year.

note for

Remember how if you missed a day at school the administration expected you to bring in a note the next day explaining your absence? Well, from what we understand, some of the big utility companies have pretty much the same policy for employees who take sailing vacations and then don't come back until 11 days after they said they would.

The supervisor of the individual involved asked for a copy of the ship's log to explain



NOV

06L

teacher

the absence. When told the log contained little more than a bunch of numbers, the supervisor created the following notes to satisfy the bureaucratic need. And people think Norman Mailer knows how to write creatively!

To make the 'log' seem all the more realistic, the paper was torn, smudged up and xeroxed to look more authentic.

SHIP'S LOG

er 15, 1983

RS: 9th day without food or water. Caught a small shark in our net last night. We have no way to cook it but it could last us a few days if we're careful. Some of the crew delirious--most of us extremely depressed by the death of the captain. Our last matches used up, most were soaked when we capsized. Exposure to the sun is affecting us all. Many delirious and incoherent. The cries of the dieing making it extremely hard to get what little rest we can between the violent squalls. Must get back to shore to work the Thanksgiving weekend--can't type much longer--must get some sleep

year in review

This past year had some memorable sailing moments, and we picked six that we thought merited special mention. They are as follows:

The Prides, of Baltimore and Sausalito

Last spring the *Pride of Baltimore*, the City of Baltimore's 136-ft Baltimore Clipper, raced against Harold Sommer's century old 90-ft pilot schooner, *Wanderbird*. The winners were all those who had a chance to watch these two beauties in action.

The *Pride of Baltimore* has sparked something of a renaissance in big tradi-



LATITUDE 38/RICHARD

"Pride of Baltimore", left, and "Wanderbird".

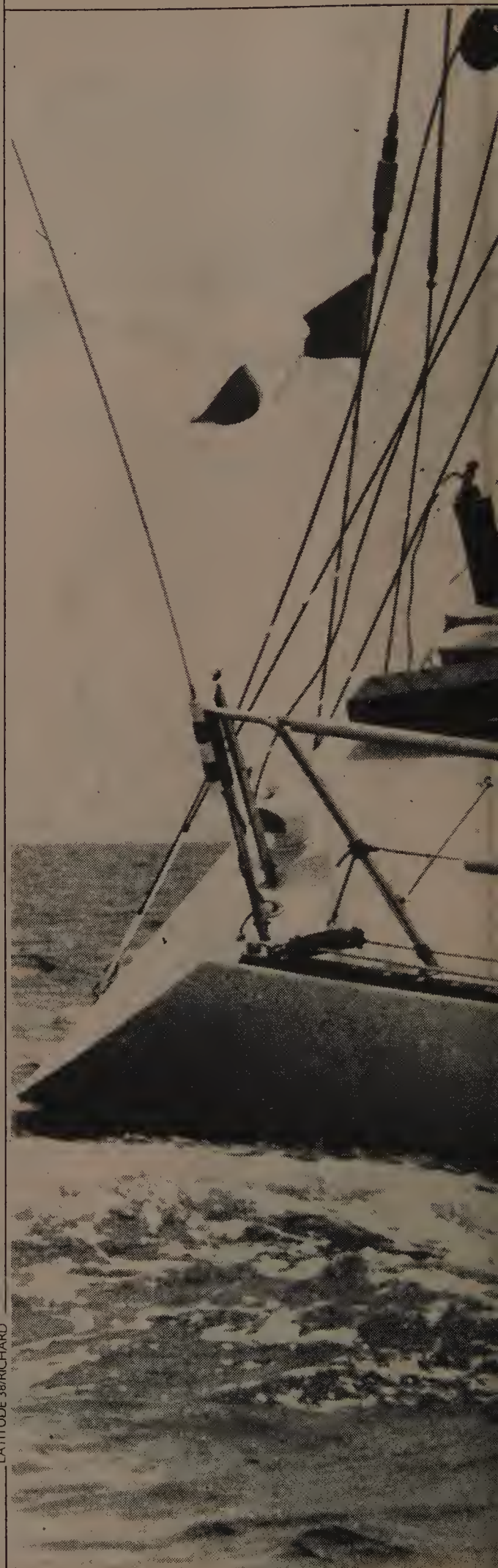
tional wood boats. Several cities on the east coast are building them, and down in San Diego a full-scale replica of a revenue cutter — to be called the *California* — is to be finished to represent the Golden State in the Olympic Tall Ships parade.

Scarlett's SORC

In February, Monroe Wingate's Serendipity 43 *Scarlett O'Hara* (right) from Oakland's Metropolitan YC became the second Bay Area boat to win the coveted Southern Ocean Racing Circuit (SORC) overall title. Driven by Chris Corlett, the powerful white and red sloop staged a terrific battle with the Sovarel 42 *Locura* from Florida. In the final count, *Locura* won class honors over *Scarlett*, but due to the intricacies of the SORC scoring system, the Bay Area entry prevailed in the fleet standings. Aggressive pre-start maneuvering in the final race spelled the difference, with *Scarlett* slipping way to the head of the pack while *Locura* hesitated and was buried, never to come back far enough to retain her earlier lead. It was a well-earned win for a thoroughly planned, well executed effort.

America's Cup

San Diego's Dennis Conner had the dubious honor of becoming the first American helmsman to lose the America's Cup in the 132 years that the trophy has been up for competition. Conner, who had won the 1980 series against *Australia I*, couldn't match the speed or determination of the boys from Down Under in their radical wing-keeled *Australia II*. It's a credit to the Americans that they took the series to a final and decisive seventh race and led by almost a minute with but two legs to the finish. The Aussies turned on the speed on the final run, however, and surged through to take their place in history. In spite of the long stated threat that the losing American's head would replace the Cup in the trophy case at the New York YC, Conner is still



LATITUDE 38/RICHARD



SIGHTINGS

"Australia II", right, puts the screws to "Liberty".



year in review - cont'd

very much alive and sailing, having taken delivery of *Reliance*, a new 41-ft IOR racer.

The BCDC's Staff Report on Houseboats and Live-Aboards

The Bay Conservation and Development Commission's Staff released a report last summer condemning live-aboards for polluting the Bay and being in violation of the public trust. Most live-aboards and many boatowners vehemently disagree with both claims. Some feel the BCDC is attempting to spread their authority to justify their continued existence.



Margit Hind of the BCDC.

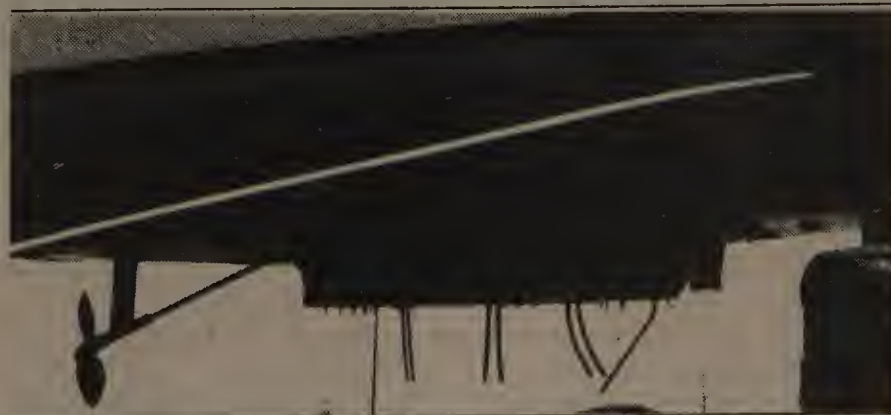
The Staff Report resulted in so much comment that the period for comment was extended until the end of February. Prognosis for the future: more battles between government agencies and boatowners in general, and lots of time in court.

Bravura wins TransPac

After seven attempts, Piedmont attorney Irv Loube put it all together to win the 2200-mile TransPac from Los Angeles to Honolulu in early July. Loube's dark blue Frers 46 sloop sailed a rhumb line course to take advantage of the Pacific High which failed to come south as weather reports had forecast. Moderate breezes prevailed and *Bravura* was able to correct out over Bay Area rival *Great Fun*, Clay Bernard's Davidson 50 from Point Richmond. Both yachts won their respective classes, while Monterey's Harvey Kilpatrick engineered a win in Class A sailing the Santa Cruz 50 *Oaxaca*. First to finish was Nolan Bushnell's Holland 67 *Charley*.

Charley 'drops a load

Returning from Hawaii in August after a triumphant first-to-finish debut in the TransPac race, Nolan Bushnell's ultralight 67-footer *Charley*, the boat



"Charley's" stubble.

with the friendly monster on the spinnaker, suffered a severe jolt. Close reaching to the north, 300 miles from Honolulu, the light blue sloop lay over

cont'd on next sightings page

year in review - cont'd

on her side and wouldn't come back. Captain Chuck Hawley peered over the side to discover that the keel had fallen off! After the initial shock wore off, Chuck and his crew of three managed to power the boat back to Oahu. There it was hauled out and the stubby remains of the 10,000 pound lead fin keel were all that could be seen.

baja ha race week

Each April, at the end of the busy charter season in the Caribbean, many of the boats and crews get together for one last time in Antigua. The occasion is the now world famous Antigua Race Week, which consists of a week of semi-serious racing, partying, and various nonsensical shoreside competitions. Race Week gives winter friends one last time together before their boats head off the Mediterranean, the East Coast, or the Canal, or the individuals themselves head back to the 'real work' of jobs or school.

While lying on the white sand beach of Isla Partida in the Gulf of Mexico last December, it occurred to us that a very similar thing happens in Baja each March. Long about that time La Paz is full of boats in transition. Some boats have wintered in the Gulf and are about to head up to Puerto Escondido or San Carlos for the summer hurricane season. For others it's time to down to Cabo and get ready for the hard slog to weather back up to the States. And for the lucky ones, it's time to move on down the mainland coast to Costa Rica and the Canal, or perhaps make the big jump across to the Marquesas.

Dozing half in the 72-degree water and half in the 80-degree sun, we figured that the cruisers in Baja could use their own low-key version of Antigua Race Week. We also figured that we at *Latitude 38*, long time champions of sailing in the Sea of Cortez, ought to be the ones to shoulder the responsibility of making such an event happen. And we have.

We're calling the event Baja-Ha Race Week. The first one will be held the first week in March, at Ensenada Grande, where the idea was conceived. Ensenada Grande is a lovely bay with four separate white sand beaches. It has room for plenty of boats to anchor, and there's not a soul around. It's about 18 miles out of La Paz.

Fortunately we were able to immediately enlist international support for the event, and have been able to slip into the background. Bill Clute of Belvedere has proclaimed himself Baja-ha Race Week Chairman-for-Life and Alberto Morphy, Jr. of La Paz is believed to be ready to sign up as Coordinator of Fun. Both these men are eminently qualified for their positions. Clute is enthusiastic, "I've done an SORC, Mexican races, Big Boat Series, Long Beach Race Weeks, TransPacs, and all the rest, but this is going to be more fun than them all!" Clute will have his Stephen's 47-ft cutter at Baja-Ha Race Week, as will no doubt Morphy, Jr., who is head of NAO sailboat charters in La Paz.

Chairman-for-Life Clute a short time later announced a tentative schedule of activities. "There will be competition in fishing, swimming, windsurfing, spinnaker flying, and the always popular — albeit sexist — 'smallest bikini contest'. The Baja-Ha Race Week grand finale will be the sailboat race from Ensenada Grande to Isla San Francisco with a barbeque on the beach. It will be great!"

There will be competition for both men and women, and "suitable prizes for both". The top women's prize is a night "in a real hotel with a real bed and a real shower". The top men's prize is a night at Mi Ranchito, although no medical coverage will be provided. There will be many other prizes, most of them cheap ribbons engraved with felt-tip pens.

Baja-Ha Race Week officials indicate that the first order of business is finding a Baja-Ha Queen to reign over the festivities. If you're interested in going for the throne, describe your qualifications in a letter and mail it to Baja-Ha Queen Contest, c/o 1220 Brickyard Cove, Point Richmond 94801. May the right spirit be with you!

cont'd on next sightings page

LATITUDE 38/RICHARD

be a master

Or at least sign up as a friend of the Master Mariners Association. Applications for membership can now be obtained by calling John Walters at 707-745-3388. Active and cruising members, i.e. people with boats designed or built before World War II, only have to pay \$15 to join and that fee make you eligible to take part in the classic Master



mariner

Mariners race in early summer. (There is an additional race entry fee for the race.) Non-boatowners can become a friend of the association for \$10. The next* general meeting will be February 25th at 6 pm in the Berkeley YC for a pot luck dinner and slide show.

baja ha — cont'd

Although everyone is invited, we realize on such short notice it's difficult to predict how many boats will show up for the fun. We at *Latitude 38* will be there for certain. And while we're serious about Baja-Ha Race Week, if nobody else shows it will be okay. We'll go right on with the fishing, sailing, swimming, and spinnaker flying by ourselves — just like we normally would do. But if you're on a boat down in Baja or if you can weasel your way on one, please do stop by!

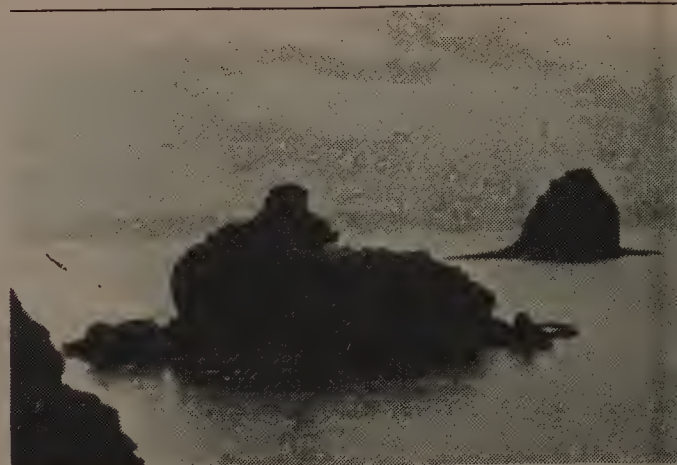
We'll have more details in the next issue or you can stay tuned to the La Paz net.

From the cruiser's perspective, La Paz is changing. It's catching up with the rest of the modern sailing world. New to La Paz this season are port fees, mooring buoys; and, marina construction continues.

Like Cabo San Lucas [see *Changes in Latitudes last issue*], La Paz had its first mooring buoys installed at the end of last year. And like Cabo San Lucas, the mooring



Jack White of "Snow White".



El Candelero, Espiritu Santo.



Girls will be girls . . .



One of the four beaches at Ensenada Grande,

buoys do not have to be used. However they have been placed in prime anchoring areas and therefore eliminate some of the room that had been available for free anchoring.

The La Paz mooring buoys were installed by The Beachcomber. Depending on the size boat, they rent out for between \$40 and \$80 a month. We were told that originally the buoys were just going to delineate the edge of the channel from the main anchorage off the Los Arcos Hotel, but it appears as though the buoys are being installed throughout the main anchorage. It's not known how many will be set. From what we could tell, they are well-constructed, although the scope is rather short.

The installation of the mooring buoys has created some dissension among the yacht-

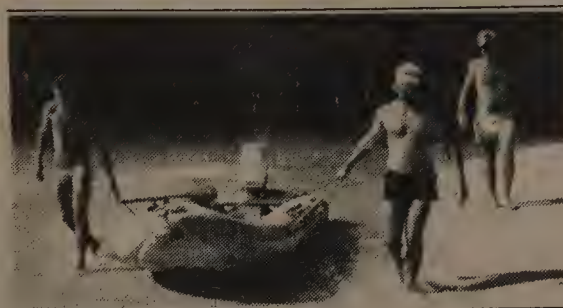
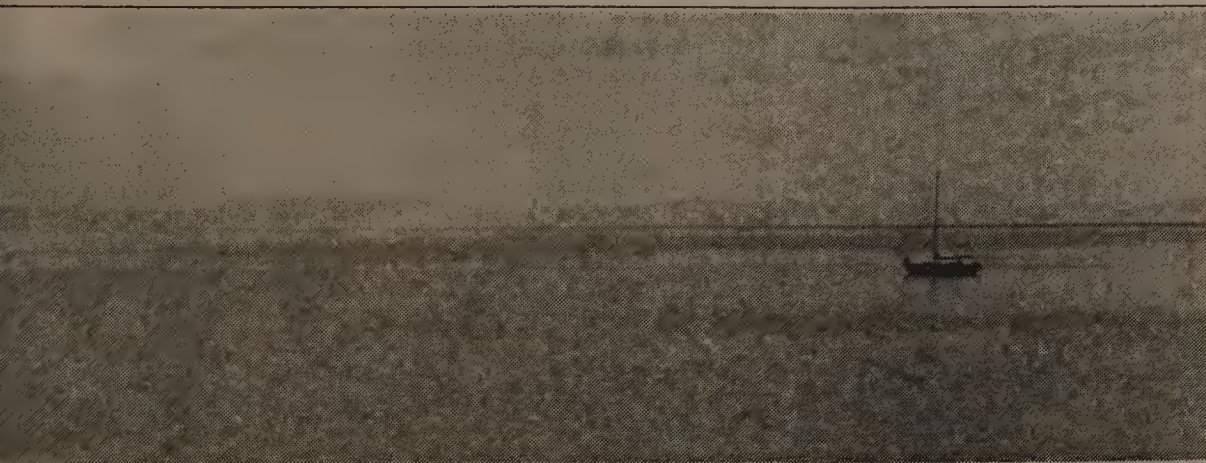
ies. For example the folks on *Tin Lizzie*, who took one in preparation for a haul-out, report they have been sneered at as "one of those mooring buoy types". The implication being that 'real sailors' don't use mooring buoys.

And while the sentiment against the buoys is understandable, we suspect they were inevitable in La Paz — far more so than the Cabo San Lucas, for example. And, there are indeed some compelling reasons for them.

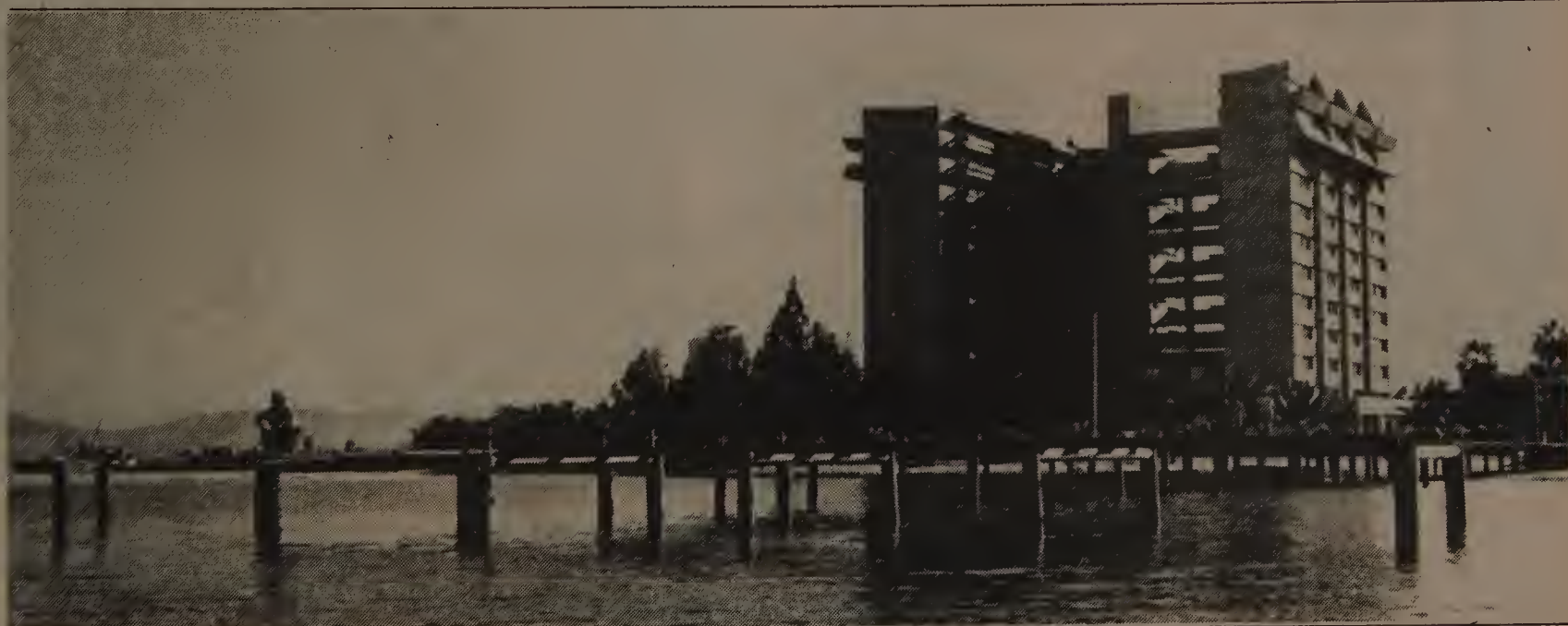
The anchorage in front of Los Arcos, without question, has become very crowded. Those who have anchored there are familiar with the notorious "La Paz waltz" in which the wind and tide run in opposite directions. It's created havoc in the past, so there is a safety factor to be evaluated.

A second consideration in favor of the mooring buoys is that The Beachcomber is trying to arrange the paperwork in Mexico City so United States boats will be able to be left at bond on those buoys. This would allow a yachtie to legally leave his boat on one of the mooring buoys and while returning to

PHOTOS BY LATITUDE 38



... and guys will be guys.



The Gran Baja Hotel and NOA's new marina.

the U.S. to visit, work or sit out the hot summer months. This is an attractive idea for many cruisers.

Of course it's always been something of a mystery to us why anyone would want to anchor off La Paz — except to reprovision — with all the other fantastic places to drop the hook nearby. For within 20 miles of La Paz are scores of the most intriguing, pristine, lovely and secure anchorages you can imagine.

ber before making a quick trip out to Isla Partida and Espiritu Santo. We saw probably 55 cruising boats anchored in the dirty (diesel and tar) waters of La Paz, and just one out at the islands. We suppose the pull of the bright lights is really strong after you've been out cruising for awhile, but for folks like us who've been laboring in crazy city, the solitude of the islands is just the tonic.

For United States sailors who would like to fly down to La Paz and decide for themselves whether the city or the island an-

chorages are best, things are going to become easier and easier. The NAO charter organization [see *Latitude 38 Volume 71*] is moving full steam ahead with their charter boat marina. As of mid-December the basic structure with all the pilings was in place, and the workers looked serious about progress. Perhaps it will be operational by January or February. Whenever it's done, it will be the new home of the Stevens 40's and 47's, many more of which, incidentally, are expected to be in service in La Paz soon.

The marina extends right off the beach in back of the Gran Baja hotel. The eight-story

We stopped in La Paz in early Decem-

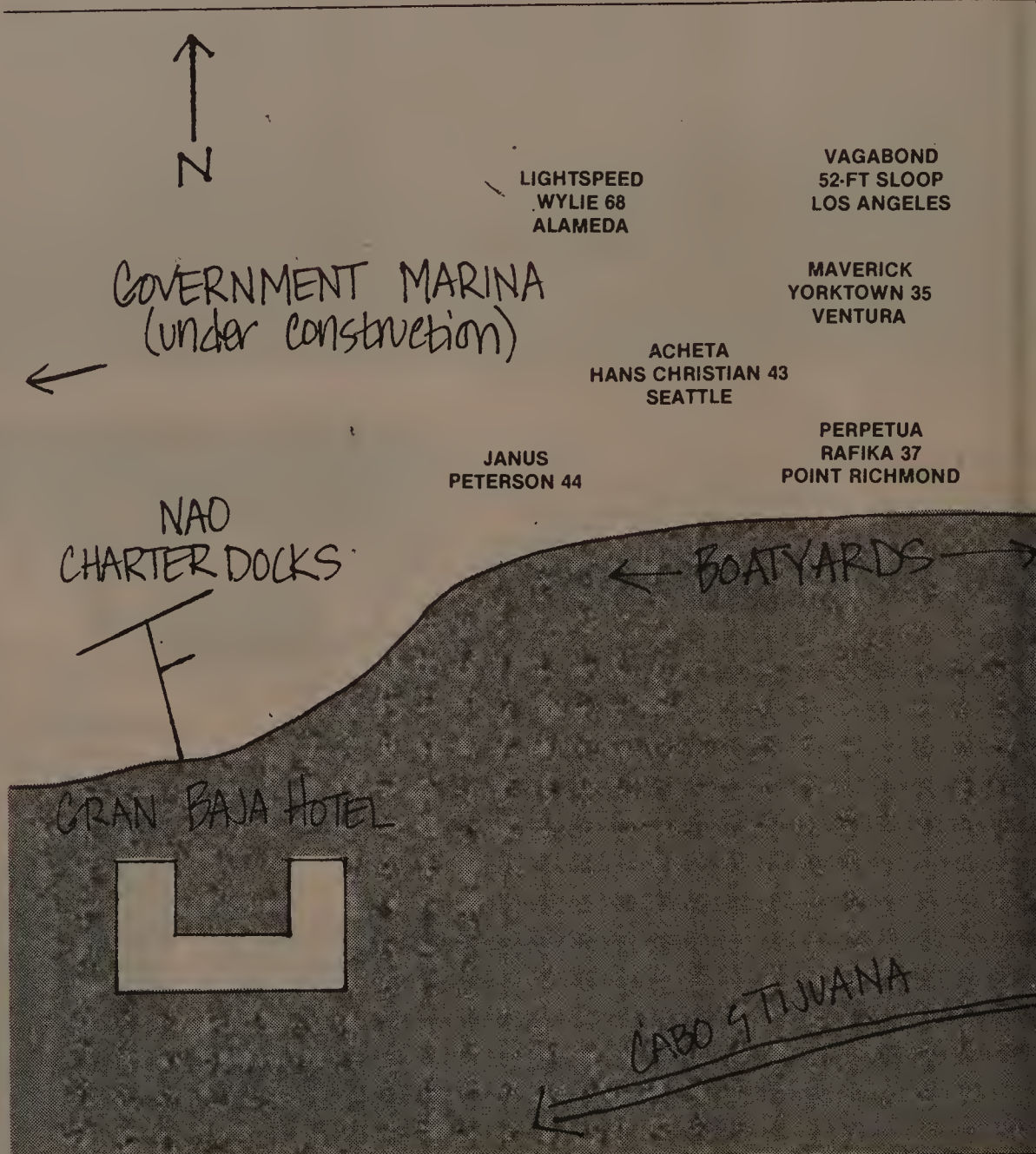
La Paz Prices

While prices are up in La Paz — and all of Mexico — a thrifty person can still eat like a king for mere pesos. And we're talking delicious, healthy food.

Large can of clams	\$1.00
1 pound of potatoes	.20
2 pounds French Roast coffee	.90
2 dozen eggs	1.00
40 pounds of ice	1.00
1 pound of carrots	.12
Large can of tomato paste	.25
Bag of noodles	.25
7 servings of Quaker Oats	.30
50 tortillas	.20
14 avocados	1.50
1 can of tuna	.90
11 glasses of powdered milk	1.75
18 beers	5.25
3 pounds of bananas	.45
3 bags of cookies	.90
7 servings of hot chocolate	.70
6 cans of salsa	.90
5th of Kahlua	4.00
2 pounds of local cheese	4.00
2 pounds of chicken	2.00

All prices shown are in United States dollars and were in effect in December. Staples like beans and rice are very inexpensive, as is fish.

If cooking is too tough for you, you can get large delicious dinners in La Paz for \$3 to \$4. One night four of us went to a 'tourist' restaurant on the main drag overlooking the water. The four dinners — one lobster, one shrimp, and two cabrilla — came to \$30, including salads, beer, flan, chips, coffee — the works. It was very good.



The La Paz cruising fleet as of the first week in December.

Gran Baja, probably La Paz's most luxurious, is now being operated by the Sheraton chain.

There is other marina construction going on. The government marina, several miles to the southwest of town, is proceeding at *manana* pace as it has been for some time. No completion date has been set. There is also some kind of floating docks or marina being constructed off the El Molino, between the Gran Baja and the main anchorage off Los Arcos. No details were available.

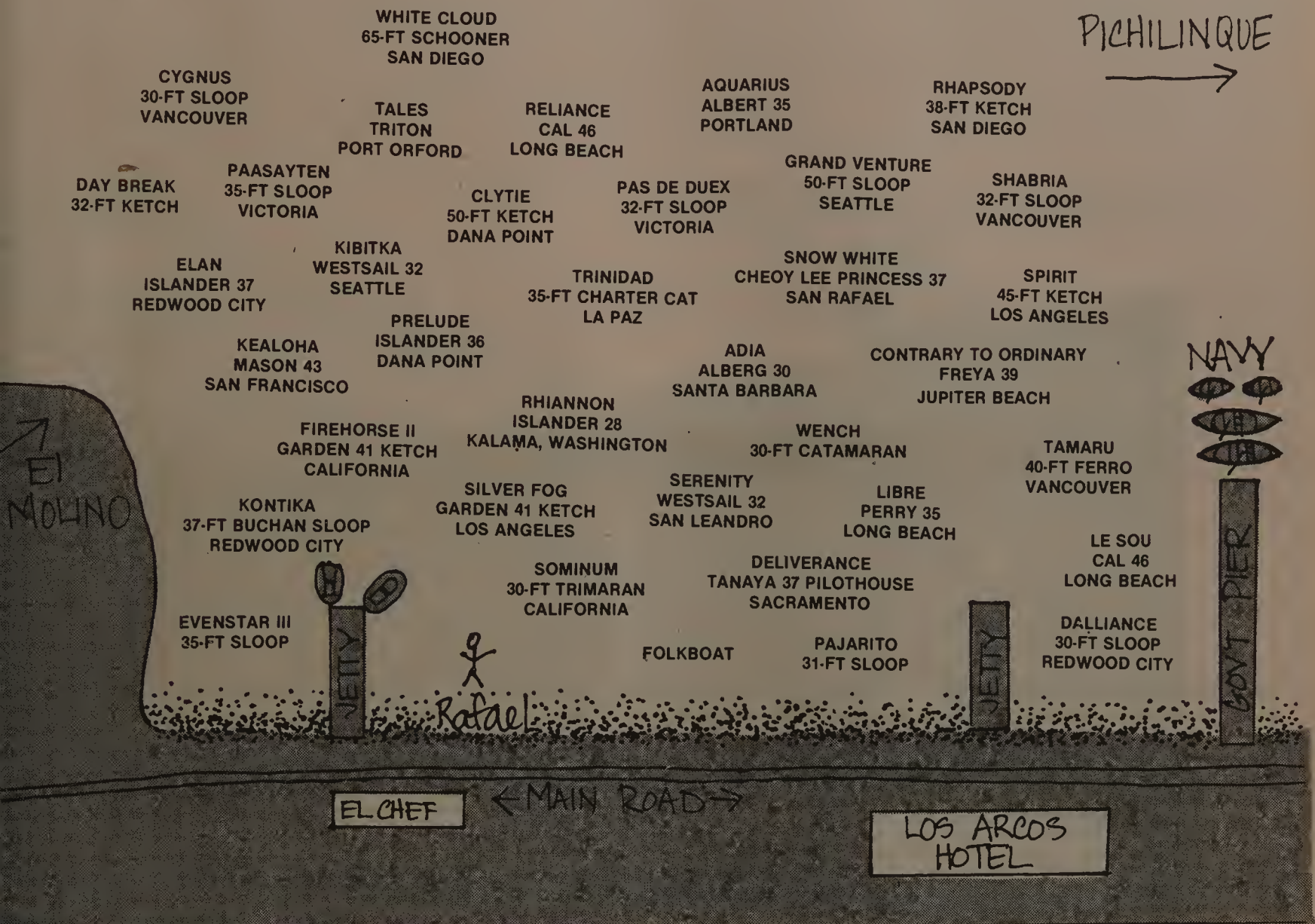
If the mooring buoys and marinas aren't enough to make the purist cruiser cringe, La

Paz now also charges a port fee. Although insignificant in cost — less than a dollar — it involves more paperwork and sometimes means another taxi ride to the distant Port Captain's office. (The drill is similar to getting a fishing license; you fill out the form at one office, pay the fee at the Hacienda Building, then take the receipt and form back to the first office).

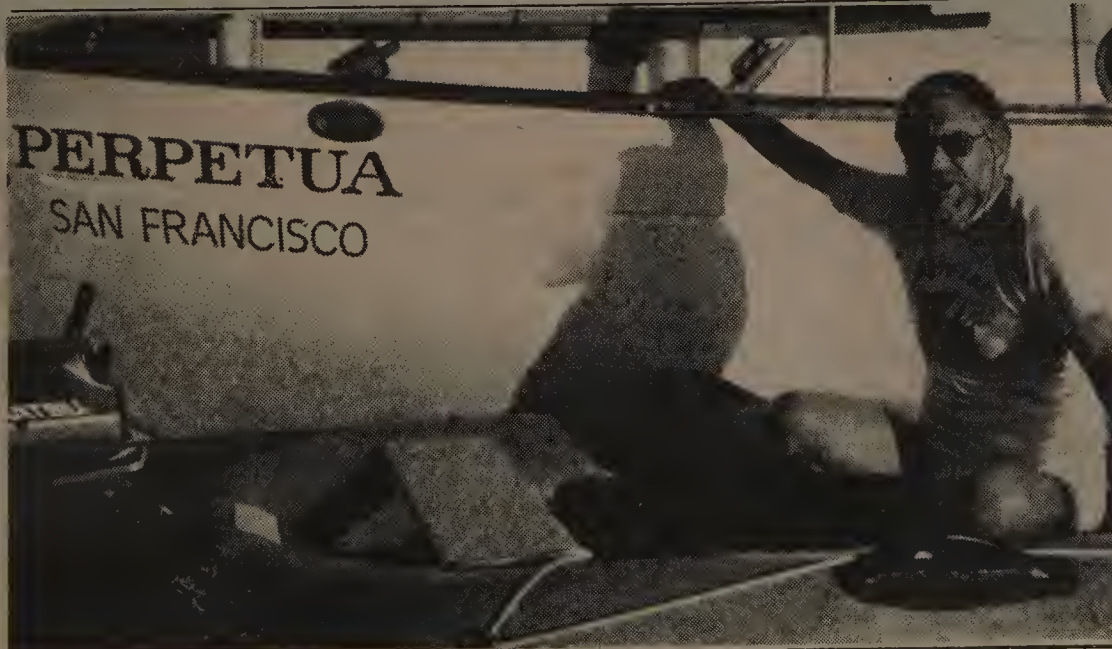
Port fees are not new in Mexico. Puerto Vallarta, for example, has had them for years. They are justified, too. Who but the people who require the paperwork should pay for it?

We did a little run through the anchorage at La Paz, and discovered that things were good for yachties last summer. The weather was fine, with no hurricanes and just a few weeks of brutal heat. There didn't seem to have been any problem with thefts, although there was one bad incident that occurred when a Mexican foiled an attempted dinghy heist.

For a couple of years now a man named Rafael has helped yachties bring their dinghies ashore on the beach across from El Chef restaurant. While the yachties ran er-



Stan Sedor of Point Richmond.



lands or ate dinner, he'd guard the dinks. In return yachties tipped him 50 to 100 pesos. Well late last year Rafael observed three men trying to steal three dinghies on the beach. He interceded and was clubbed in the head with an oar for his efforts. He suffered a serious gash near one eye that required 11 stitches. The battle was observed by patrons of a restaurant, who called the police, who called the port captain, who called the federales, who called the Navy. The Navy stopped the suspects leaving the harbor on a large powerboat, and recovered the three dinghies. The individuals were all Mexican



One of 79 fine anchorages at Espiritu Santo.

nationals, reportedly from Mazatlan.

Rafael has since returned to his post, but he's a little spooked. Some kind words and a little extra for this friend of yachties wouldn't be out of order.

Prices are up from last year in La Paz, but there are probably few places on earth where you can live so well.

As is always the case when you visit any port on the west coast, you're going to run into a lot of Northern Californians. We had a short chat with Stan Sedor of the *Rafiki 37*,

Perpetua, who's been down in Mexico for about a year with his wife Rebecca and six-year old daughter Amy. Stan says he finds the people in La Paz much nicer than Loreto; "which is like the other places the pot-bellied sportfishermen have been". He kept *Petpetua* in La Paz until September and then moved up to Puerto Escondido until November. He enjoyed Escondido, the only problem being the other boats. Six-year old Amy was apparently enjoying herself, and had even spent the night from time to time with her young friend, Kristy, on *Kibitka*.

Lightspeed, the brand new Wylie 68, was

easy to pick out in the anchorage. Owner Larry Diggs made the trip from San Diego to Cabo in a swift four days. He's found his new boat to be stiff and reports that it "felt good" the whole time. *Lightspeed* hit a top speed on the way down of 16 knots — under double-reefed main!

Larry's had less success with crew, having no holdovers from the group that left San Francisco. He says from reading *Latitude 38's* he should have realized that provisioning with a crew would be a little more difficult. But Larry's not about to let crew shuffling slow him down. He looked in great

LATITUDE 38/RICHARD

Spencer the cat standing watch over the sloop. Yet another Redwood City boat, the Buchan 37 *Kontika*, was at anchor in La Paz. Owner Karl Brosing, who is sailing with Nancy Slocum, was aboard.

A guy we'd have liked to spend more



Larry Diggs of "Lightspeed".

LATITUDE 38 RICHARD

FELIZE NAVIDAD

Willie Smothers in La Paz reports that 250 turned out on the beach for a Christmas potluck. Northern California boats in attendance in addition to those already mentioned include: **Whoosh**, with Leo and Marilyn; **Sea Pod** with Rob and Anne; **Tacaroa II** with Val and Peter; **Quark** with Dave Symonds; and **Manana** with Art and Sandy.

While the States got clobbered with rain and cold in mid-December, the La Paz area was dry with clear skies and 75 degree temperatures. It wasn't all perfect; 12 to 15 knot westerly winds made some island anchorages a little more rolly than normal.

spirits, spoke excitedly about the fishing and lobstering, and was looking forward to a five-week charter he'd set up on the mainland. For a person who claims to be on his first vacation, Diggs looked as though he may never go back to work.

We saw the Islander 37 *Elan* from Redwood City, but Dick Conners — who we'd met last December after he rode out the Cabo storm — and Mary, weren't aboard. Neither were Terry and Candy Smith of the sloop *Dalliance* from Redwood City. Candy wrote this issue's article on pets. While we didn't see *Dalliance*'s humans, we did see

time talking with was Jack White of *Snow White*, a Cheoy Lee Princess 37. Jack, who had previously worked as a guard in San Quentin, has been down in Mexico so long he can't even remember. "It's four years or five, something like that." He was about to head over to the mainland by way of Sir-corro Island with Bob Osborne of San Diego, and planned to be in Costa Rica by April.

We didn't have the chance to meet the folks on the Mason 43, *Kealoe* from San Francisco; the Westsail 32, *Serenity* from Sacramento; or the Tanyana 37 *Pilothouse*, *Deliverance* from San Leandro. Fortunately the latter two had already written in to this month's *Changes in Latitudes*.

— latitude 38

CRUSADER AROUND

Michael Kane and his two crew members on *Cystic Fibrosis Crusader*, Bob Dixon and Fritz Richardson, are probably the only three guys in the world that were disappointed they got to spend Christmas 1983 home with their families. It's not that the Newport Beach skipper and his San Diego crew don't love their families, because they do. It's just that they were on a mission, a mission for themselves, a mission for Cystic Fibrosis, and a mission for multihulls. That mission was to smash the clipper ship record from New York around Cape Horn to San Francisco in Kane's 55-ft Norm Cross designed trimaran.

That Kane and his crew got to spend Christmas with their families rather than sailing up the west coast of South America means they weren't completely successful. What happened is that after rounding Cape Horn a \$15 Ronstan shackle broke on a middle running backstay, causing the mast to break in two places. What made it especially heartbreaking was that when the mast broke on December 13, they were already some 325 miles past that most difficult obstacle, Cape Horn, and just 500 miles from the delight of the southeast trades. Not only that,

they were still two days ahead of the clipper ship *Flying Cloud's* 89 day, 21 hour record pace.

While Kane and crew did not completely fulfill the missions they had set out to, they hardly came away empty-handed — despite the fact that the \$250,000 *Crusader* and its gear had to be abandoned. The men and *Cystic Fibrosis Crusader* did establish an all-time record for the leg from New York to Cape Horn, beating *Great Republic's* 1855 record of 45 days and 7 hours by a margin of some 30 hours. It was a magnificent accomplishment, and the fact that it was done on their first attempt is dramatic evidence of the speed capability of multihulls. That they even managed to make it around the Horn after being brutally driven back a first time is in itself a no small accomplishment. Indeed that they even tried is a tribute to Kane, who put together this campaign out of his own pocket virtually without sponsorship. Now, of course, he's lost it all.

ALL PHOTOS BY MIKE KANE FOR LATITUDE 38



Man and his boat against the Horn.

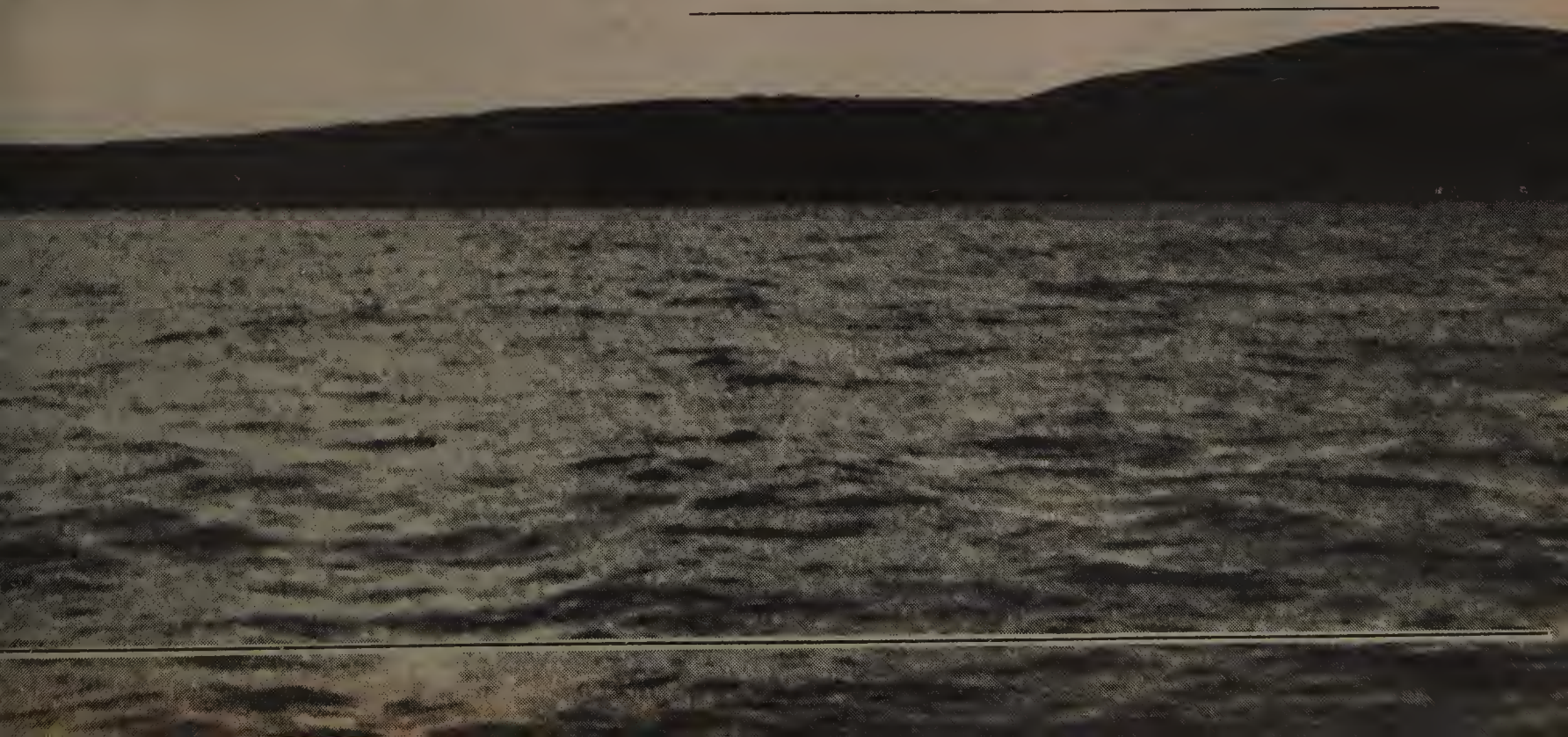
Cystic Fibrosis Crusader commenced her assault on *Flying Cloud's* fabled record on October 23. The trip down the east coast past Rio de Janeiro toward the Cape was relatively uneventful. There were good days, the best of which was 320 miles. There were four other 24-hour runs of more than 300 miles, and many over 280 miles. The big tri's greatest burst of speed was just under 30 knots. There were some not so good days, too. In the run to the Horn they encountered 40 hours of calm.

The biggest surprise were the five *pomperos* they encountered between Rio and the Cape. These winds would come whipping down off the Andes at up to 60 knots. Well actually that was the biggest weather surprise.

The biggest surprise of all was discovering half way down the coast of South America that they didn't really have enough food, and what they had wasn't nutritious enough. When they did round the Horn, at half ra-



Man and his boat beat the Horn but lost to the ocean.



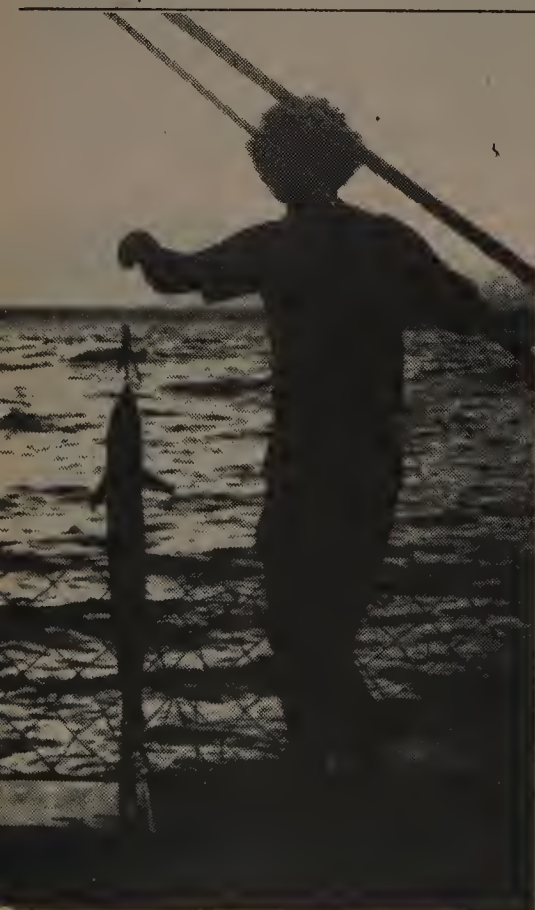
CRUSADER

tions, they had 30 days worth of food with at least 40 days of sailing left. Had the mast not come down, they would have had to reprovision at Easter Island — which fortunately would have been right on the way.

Much of the food they carried was the Yurika Retort pouches. What Kane didn't realize was that only the Beef Stew offered a balanced diet at all. The Salisbury Steak and other meals needed to be augmented with rice and vegetables, items they quickly ran short of. The crew also ran out of chocolates and sugar far sooner than Kane had anticipated, and developed a craving for them. The cold weather and arduous work put in a huge demand for calories and quick energy that just weren't available.

The boat itself performed almost flawlessly. When the forestay toggle broke, it tore the top of the No. 4 off, but they had a spare toggle and sailmaker Richardson was able to mend the sail. The sum log fitting leaked, but at just three gallons a day it was no more than a minor nuisance. The big Cross design handled beautifully in mountainous seas and Force 12 winds. Never once, reports Kane, did they ever come close to capsizing. "She sailed like a butterfly," says Kane, who was genuinely surprised the way the boat handled even after winning two Singlehanded TransPac's with her.

Near the equator it was warm . . .

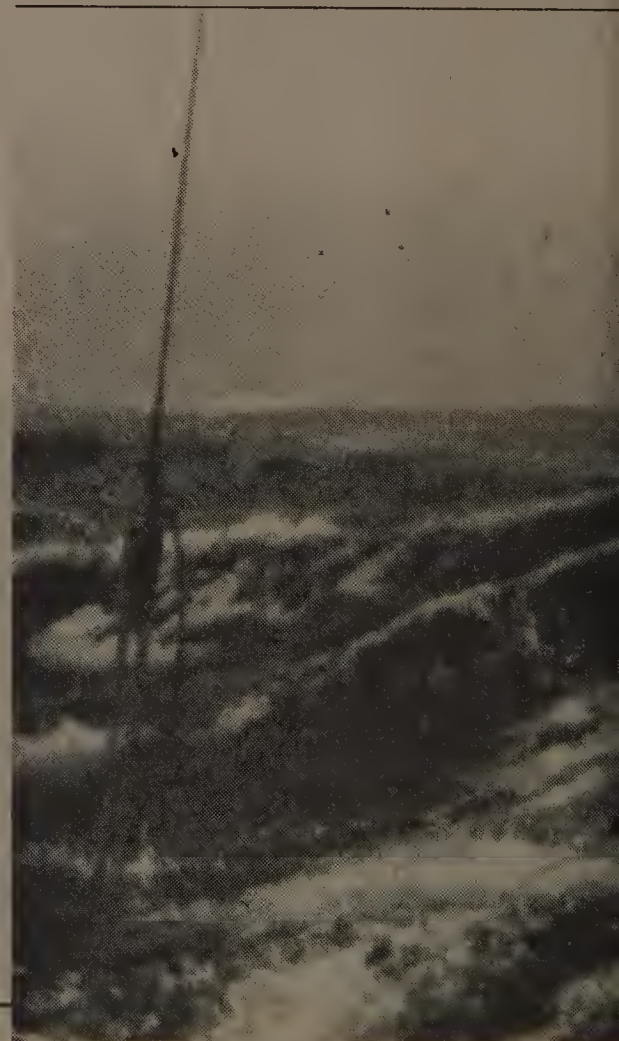


Reefing the main was made difficult by a lack of food and warm clothing.

As any clipper ship skipper would have told you, the real challenge of any New York to San Francisco run is getting around 'old Cape Stiff', where strong currents and the nearly constant gale force winds of the Roaring Forties are right on the nose. The scores of boats and hundreds upon hundreds of sailors lost in the area are a silent testament to the fact.

In their first crack, Kane and crew thought they were going to be able to sneak past Cape San Diego and Staten Island, and then around Cape Horn in just a mild breeze and calm seas. But then just 16 miles from the Cape the westerly winds whipped up as they so frequently do in the Roaring Forties, and within three hours the nice breeze had turned into winds that would blow as hard as 75 knots. The seas had started to build, but were cut short as the incredible force of the wind blew them flat. During one three-hour period the wind blew so hard that the entire surface of the water turned white. In his over 100,000 miles of ocean sailing, Kane had never seen anything like it.

Of course *Cystic Fibrosis Crusader* could carry no sail in such conditions, and was unable to do so for some ten hours. During that time they were blown back from 60 to 100 miles. It was the lowpoint of the trip, a time when Kane thought they might not make it. Recalling the incident, Kane knows



AROUND CAPE HORN



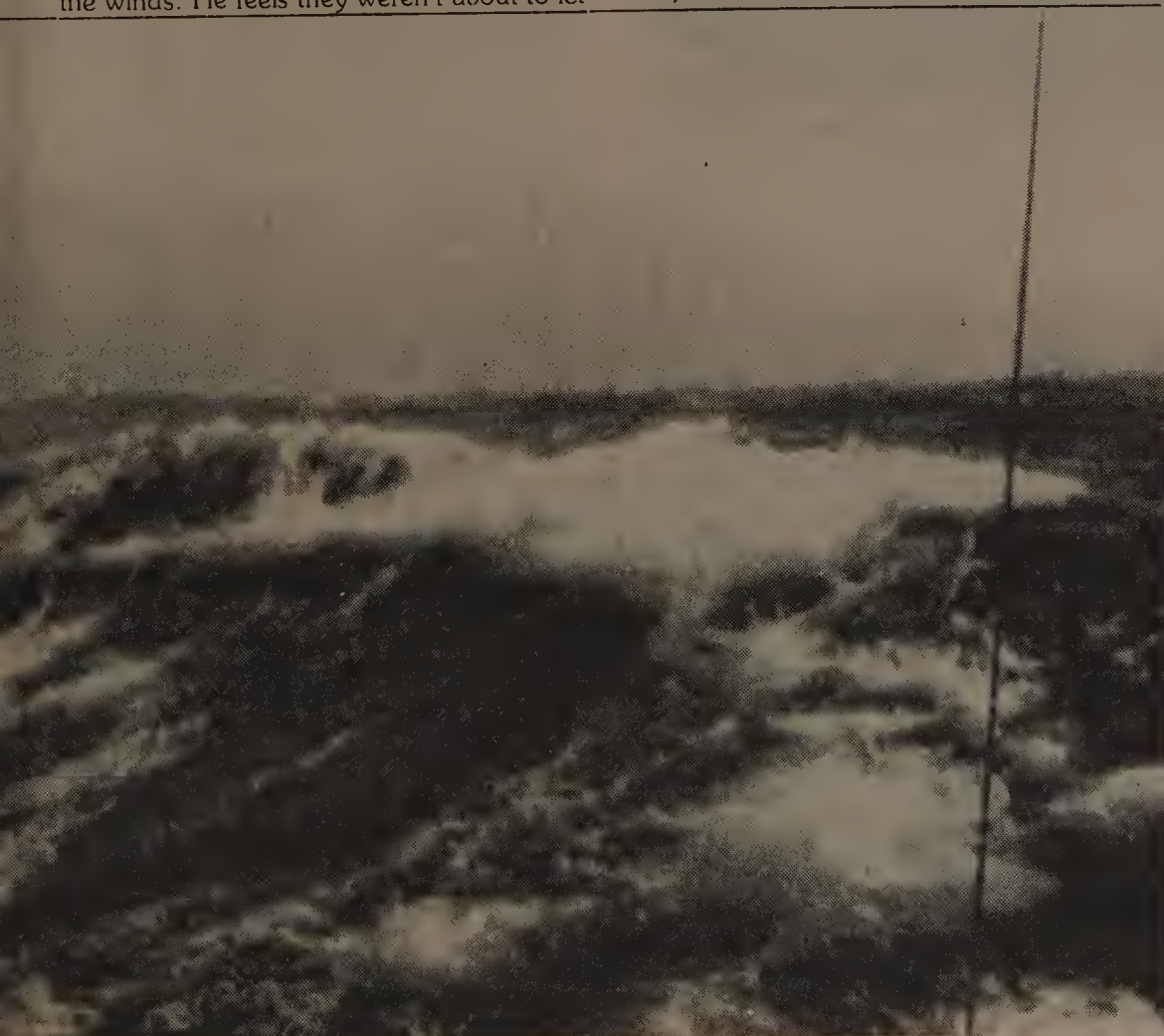
it sounds ridiculous, but feels that the spirits of the old clipper ship captains brought up the winds. He feels they weren't about to let

a trimaran take their records without earning it, without getting a "Horn education".

Whether that's true or not, it took five days of bitter struggling to win back the miles lost in just ten hours. Part of the bitterness was the cold weather, which Kane had not fully anticipated. It got as low as 34 degrees, not counting the chill factor brought on by 35 knot winds. At times there was ice on deck. With the campaign financed almost solely by Kane's wallet, they were underfinanced, and in clothing at least, completely low tech. The crew was without the modern polypro undies and pile garments, and had to rely on the layers of sweaters and other less-efficient gear. Not having the wicking properties of the modern gear hurt them. They were often so cold they'd wear their sea boots in their sleeping bags; moisture would accumulate in the bottom of them and turn icy cold once they had to go on deck again. The boat itself perspired heavily, accentuating the problem.

The one item of modern clothing they all

The seas near the Horn were mountainous — when they weren't blown flat by 70 knot winds.



... but near the Horn you had to dress like a gladiator.

had was Dorlon foul weather gear given to them by Paul Bridson of Foster City. "It was absolutely excellent," reports Kane. "Without them we really might have not made it through." Not knowing the Dorlon suits were coming, Kane had purchased inadequate \$100 cheaper suits in New York, all he was able to afford. They wouldn't do the job.

Given the shortage of warm clothing and food, *Cystic Fibrosis Crusader* became the real hero. Had the boat not been so capable of handling the conditions and sailing forward, Kane feels they would have been in great danger. Fatigued, undernourished, and cold, the boat had to take care of the crew when the crew couldn't. She had to be able to sail forward on her own, and she did.

It blew the hardest at night in the area of the Horn. *Crusader* however was able to carry 80 sq. ft. of main and 110 sq. ft. of No. 5 in all but the worst of conditions, without anyone at the tiller. And, she was still able to make five or six knots to weather.

Cystic Fibrosis Crusader's second attempt at the Horn was met with surprisingly little resistance. For a period of six hours they had just 15 knots of wind and relatively calm seas. Having been hammered once, it took a lot of courage to hoist the full main and the No. 2, but they did, and scooted past the

CRUSADER

Horn. By the time the winds resumed their normal fury, the big tri was around and past the worst obstacle.

Naturally all three sailors were ecstatic, the more so for having learned how bad it could have been again. They also had broken

the lazy from fatigue, they just eased the main out. It was in this situation that *Cystic Fibrosis Crusader* pounded into a wave, a wave just

like thousands of others they'd slammed into the previous month-and-a-half except this one's impact caused the running back shackle to give way from fatigue. It happened in an instant; the middle backstay was gone, the mast was snapped in two places; the record attempt was over.

In somewhat of a state of shock, the crew continued to take care of business. The Argos satellite transmitter was turned on so their support crew would know they were in distress, and then the crew set out getting things in order. They neatly lashed the broken parts of the spar to the boat, and began methodically disassembling and numbering all the rigging components.

The response time by rescuers was good. It was just a matter of hours before a Chilean aircraft flew overhead and ascertained *Cystic Fibrosis Crusader's* disabled situation and determined that her crew was in good health. Just 18 hours after the rig had come down, the *Maipo*, a 200-ft landing craft of the Chilean Navy was on the scene. There are only three hours of darkness at the latitude at this time of year, and unfortunately that's when the *Maipo* arrived.

Unwilling to accept any suggestions ("Be quiet, you're under my command") the captain of the *Maipo* refused to wait until light to start the rescue, and incomprehensibly positioned the vessel to leeward of *Cystic Fibrosis Crusader* in the 10-foot seas. *Crusader*



Great Republic's ancient record. They broke open a bottle of champagne and drank a toast to 1980 OSTAR winner Phil Weld of the trimaran *Moxie*, and the folks at *Latitude 38*, all of whom predicted *Cystic Fibrosis Crusader* would never make it around the Horn.

(Above), the "*Maipo's*" captain accepts a *Cystic Fibrosis* burgee from Mike; (below), the rescue vessel.

Kane had been sailing his big trimaran conservatively up to the Horn, not wanting to risk hurting his boat with the worst weather still ahead. But as he sailed away from the Cape, he got more aggressive. Still two days up on the record pace, he didn't want to lose it. And with the much warmer southeast trades just 500 miles ahead, he didn't want to hold back. Hindsight is cheap, but maybe he should have.

The dismasting happened some 300 miles west and 120 miles north of Cape Horn, well out of its grip. There were eight to ten foot seas running and perhaps 30 knots of wind when the rig came down. Before the Horn in conditions like these, they normally would have dropped the main; but in an "attacking" frame of mind and perhaps a lit-



AROUND CAPE HORN

drifted down on the much larger steel vessel and was slammed into her some ten times. But it was worse as the trimaran drifted aft of the landing craft; her port bow got caught under the ship's flat transom and was smashed several times, sustaining heavy damage.

Given the sea conditions there was no possibility of taking *Cystic Fibrosis Crusader* in tow. The Chilean captain wanted the crew to abandon ship by climbing lines, but fearing for their lives, the Americans would have no part of it. Eventually two frogmen from the landing craft came out and picked them up in a 12-ft Avon, and all were pulled aboard in cargo nets. The rescue had taken about an hour and a half.

For Kane, leaving his damaged 55-ft tri to drift back toward Cape Horn was heart-breaking. Allowed to bring only personal effects with them, a \$100,000 sail inventory, the electronics, and all kinds of other valuable equipment had to be left behind. But the financial aspect of it was just one part, as Kane has great emotional attachment to his boat. "It was the most lonely time of my whole life," he remembers.

But Kane's a tough guy, and during a pre-Christmas telephone interview with *Latitude 38*, he was philosophical about his catastrophic loss. "It's goddam too bad," he said without a trace of remorse. "We got our chance to bat and we hit a double not a homerun. But that's a lot better than never having gotten to step up to the plate in the first place."

If there was some way to erase his enormous debts, Kane of course would like to make another try. Ideally he would like to be sponsored in a 75-ft trimaran, one that wasn't completely open on deck as was *Cru-*



Bob, Mike, and Fritz rub the toe of a statue in Punta Arenas, insuring they'll return to Cape Horn.

sader. He'd prepare more thoroughly for the cold wather and with provisions, and although the two men he took along on *Cystic Fibrosis Crusader's* record attempt were excellent and outstanding crew, extra hands would have also helped.

But the fury of the Horn is such that Kane isn't that eager to slam right into it once again. What would be really ideal is if someone would sponsor a 75-foot tri so he could go for the 68 days San Francisco to New York clipper ship record, running with the

winds and currents of the nasty Cape.

As with any great endeavor there are ironies, and two seem particularly obvious here. It's ironic that the trimaran that really proved it could both round Cape Horn and break the clipper ship records is left to drift back there and very possibly be destroyed.

It's also ironic that an insurance man lost this huge an investment for lack of insurance. There just wasn't the \$15,000 for the premium.

But then sailing is full of ironies — and valiant attempts at great records.

— **latitude 38**

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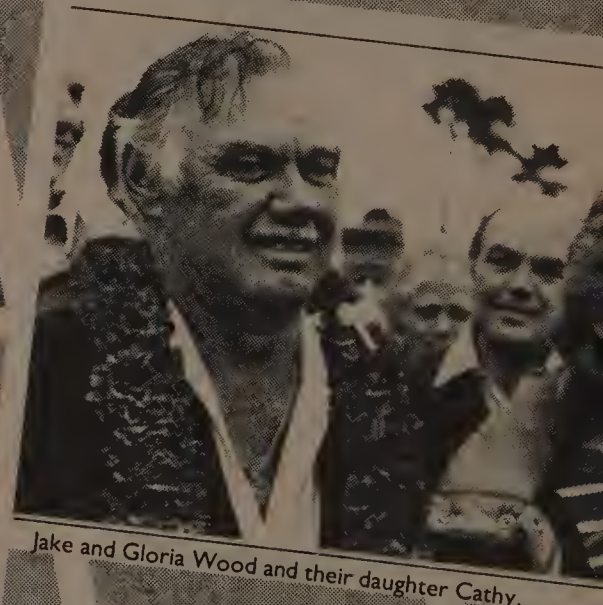


STEVE JOST

"Sorcery" measures 82-ft overall with a 101-ft mast, and a 4 spreader rig.



SUSIE KLEIN

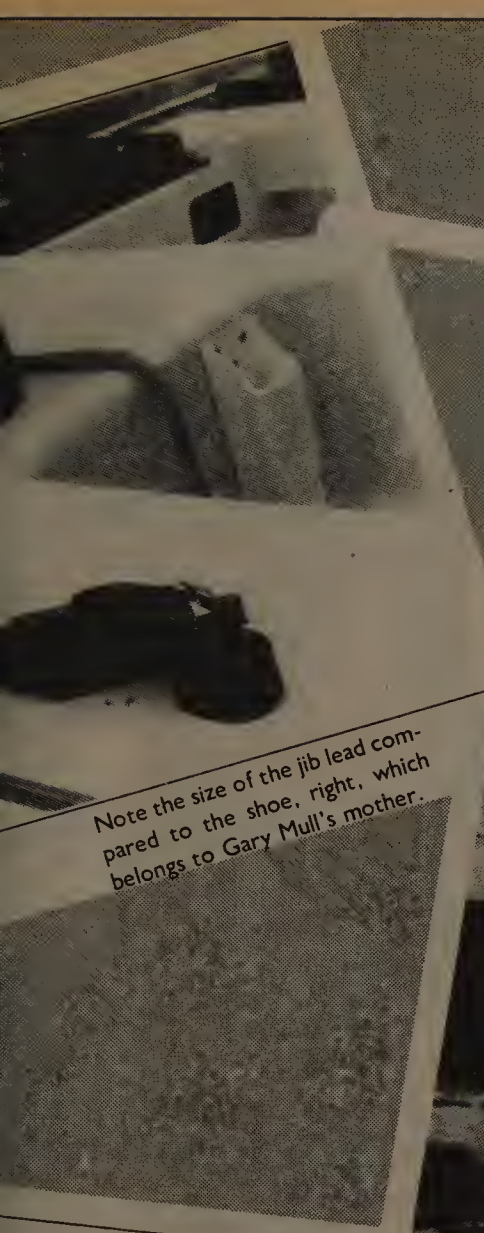


Jake and Gloria Wood and their daughter Cathy.

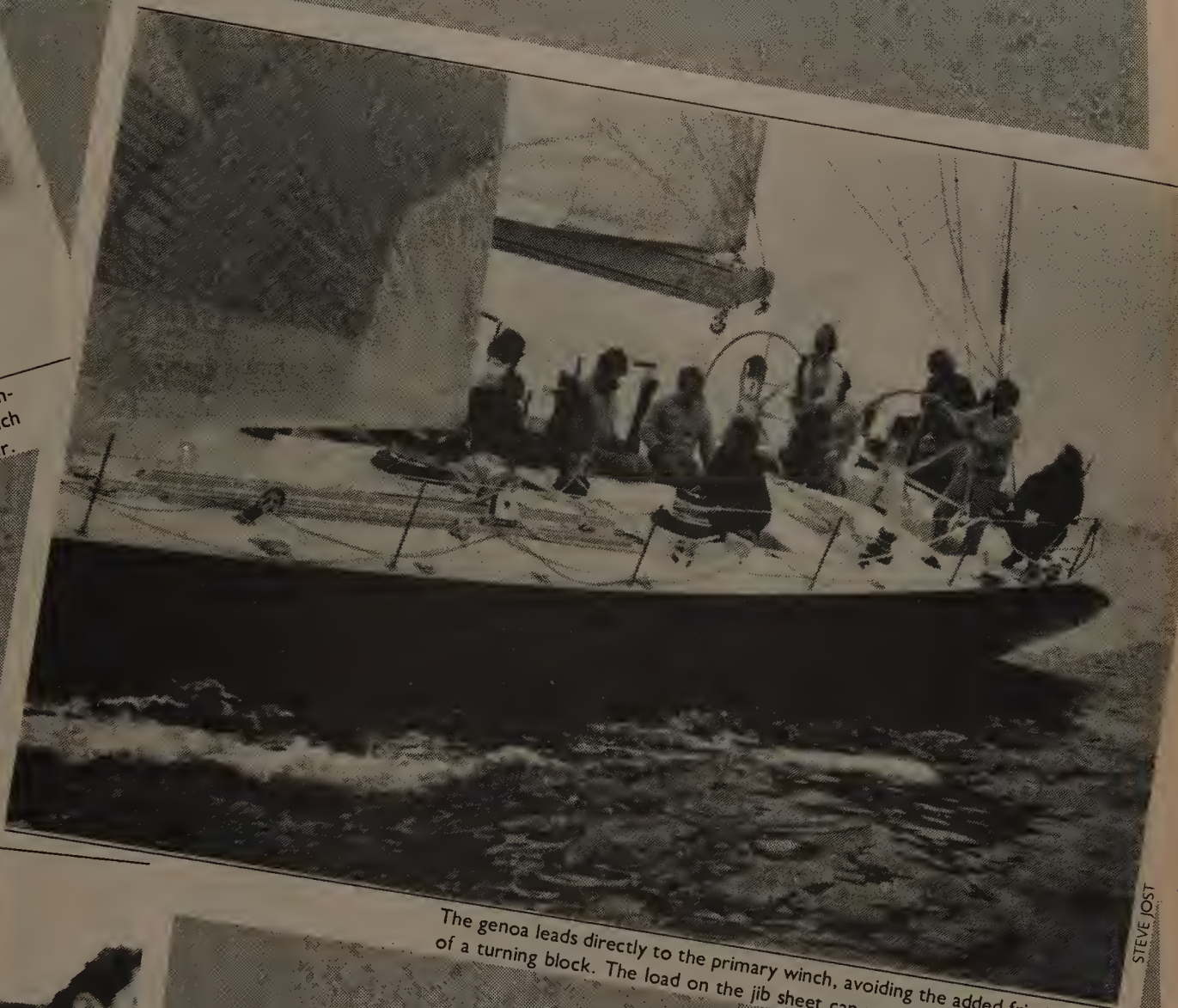
On the rainy Southern California afternoon of December 3rd, Jake Woods' new candy apple red 83-footer Sorcery was christened and lowered into the waters of Marina del Rey. The wet but enthusiastic crowd on hand were there to witness the launching of the latest of the world's super yachts — those at or near the maximum rated length of 70.0 feet under the International Offshore Rule (IOR). Sorcery joins a select sorority of sailing machines, which includes such legends as Jim Kilroy's Holland 81 Kialoa, and William Johnson's Gurney 73 Windward Passage. Whether she

can match these yachts or not will be seen in the coming year — Sorcery's racing career starts in February with the tough Southern Ocean Racing Conference (SORC) in Florida. Present at the launching party were at least two Northern Californians, Oakland's Gary Mull, the yacht's designer, and Susie Klein, who talked to Mull and the other principals involved with the project. Here's what she found out about the boat, the owner and some of the sailors who'll be campaigning her:

Sorcery is the latest of a line of yachts by the same name which owner Woods has owned and raced. The most recent a C&C 61. An Idaho farm boy, Woods moved to Southern California when he was 18 and soon began sailing. A peripatetic entrepreneur, the gap-toothed, bear-like Woods now owns ranches and various businesses in Oregon, as well as a manufacturing company that makes hollow fasteners used to build airplanes. "He makes nuts," Gary Mull told Susie. Andy MacNab, who was in charge of building Sorcery, put it more



Note the size of the jib lead compared to the shoe, right, which belongs to Gary Mull's mother.



STEVE JOST



DAVID PETERSON

The genoa leads directly to the primary winch, avoiding the added friction of a turning block. The load on the jib sheet can reach 17,500 pounds!

graphically: "He's the first man to get his nuts to the moon!"

Jake also owns Republic Boat Works, which is where *Sorcery* was built, in Newbury Park. That's about 30 miles from Windward Yachts, another Woods' enterprise in Marina del Rey, where the launching took place. The boat had to be transported on two trucks — one for the hull and one for the keel — using surface streets because it was too big to go by freeway. The caravan took six hours to make the trip, and the biggest problem was a sharp turn two blocks from the boatyard.

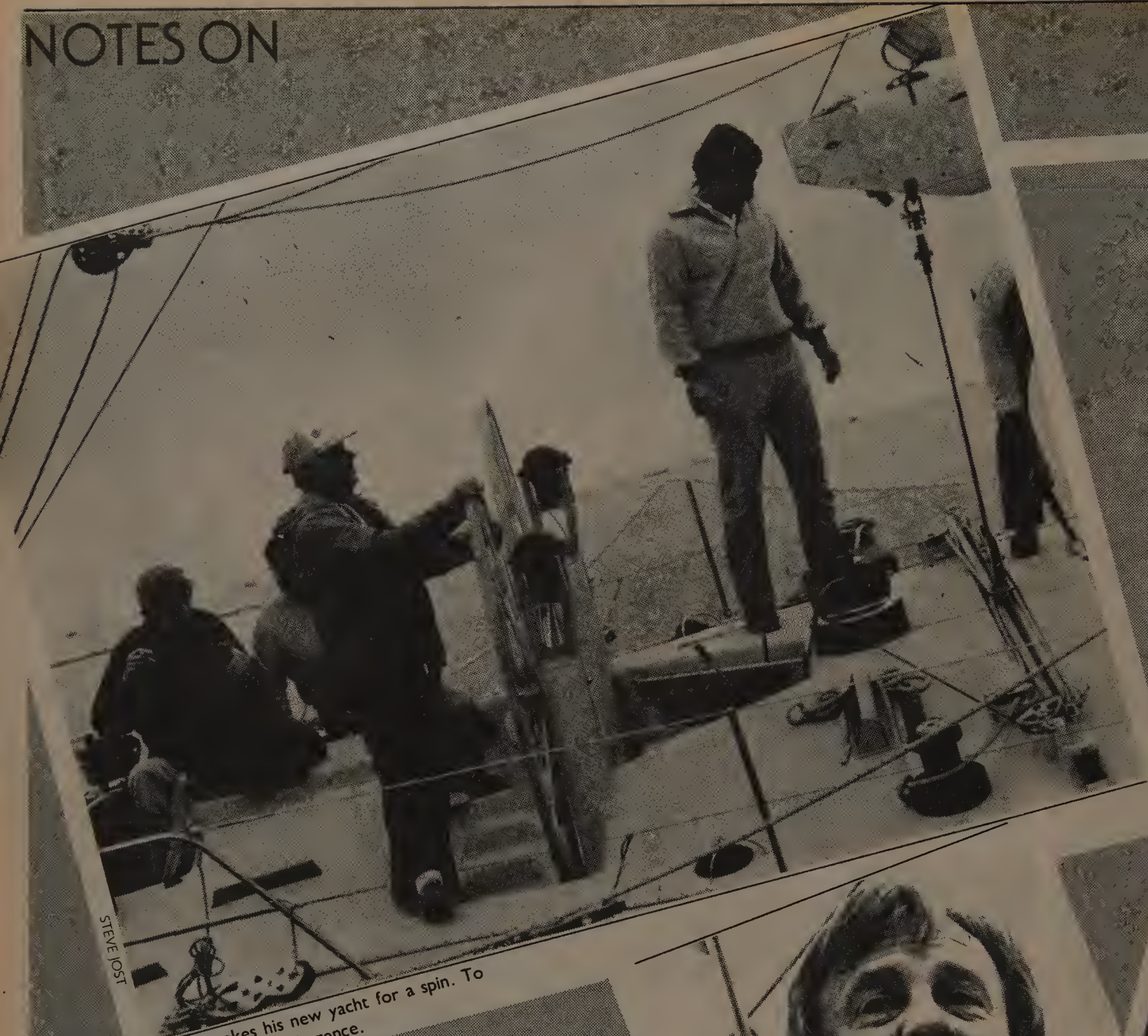
At the height of construction, project manager Pete Nelson had 30 men working on the aluminum sloop. That's five more than it will take to race the boat. Among the crew for SORC will be sailmaker Ed Lorence, who sailed runaway Big Boat Series winner *Camouflage* last fall, veteran IOR navigator Ben Mitchell, and his son Ben Jr., a top sailor in his own right.

Also along will be designer Mull, who has done other custom yachts in the past, as well as such successful production models as the Santana 22, Ranger 22 and 37, and the Newport 30. *Sorcery* represents almost 15

months of work and over 45 drawings. "We've detailed it down to a gnat's ass," he says.

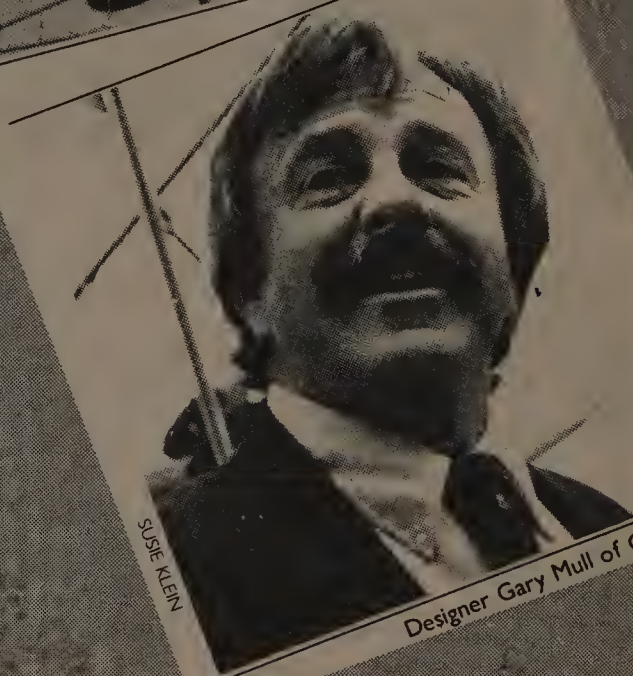
Mull spent considerable time getting the deck layout right. Examining existing maxis, he found they had deck plans that were basically those of a 40-footer enlarged to twice the size. He took a fresh approach and came up with some new solutions. Most noteworthy was the elimination of turning blocks for the jib sheets, which should delete a lot of friction. There are four coffee grinder

NOTES ON



STEVE JOST

Jake takes his new yacht for a spin. To the right is Ed Lorence.



SUE KLEN

Designer Gary Mull of Oakland.

winches, all of which can be linked to the primary or secondary winches. That means eight guys can be cranking in the genoa at once, which should help on closed course races with lots of tacking. There are recesses in the deck for tailers and grinders to give them sure footing and a place to duck during tacks and jibes. "The forces on these boats are unbelievable," says Mull. "We designed the deck so you can move stuff and so no one gets killed."

Sorcery's mast measures 101 feet and the boom is 30 feet. Four sets of spreaders keep

the rig aloft, stayed by discontinuous rod rigging. Rather than long thin sections of wire running from the deck up to the spreader tips, there are a series of shorter, thicker ones. The theory is that the shorter pieces will stretch less than the longer ones, keeping the mast more upright. It also cuts windage and reduces weight aloft.

Down below the big weight items such as the keel, 46,000 lbs, the engine, 8,000 lbs, and the generator, 600 lbs, have been

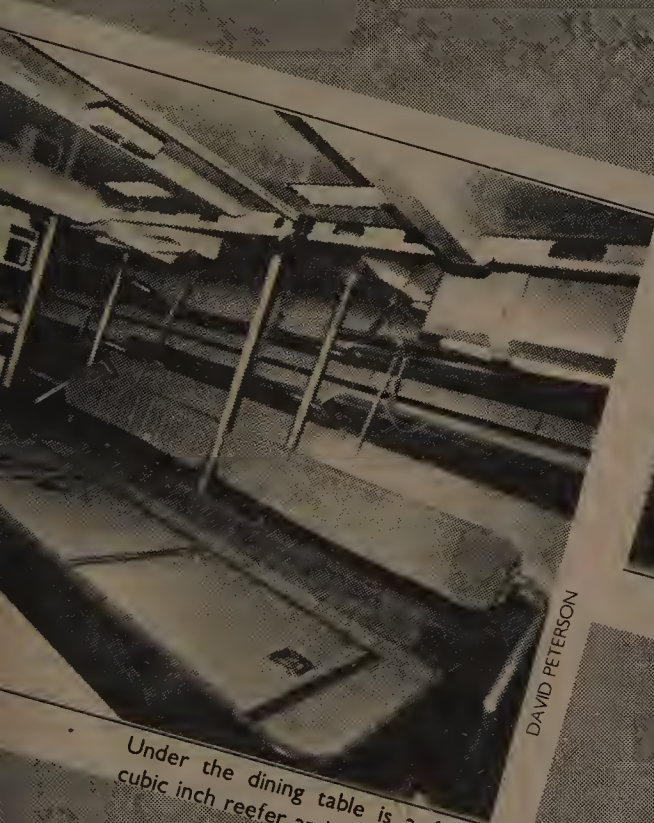
centralized just aft of the mast. Mull wanted to lead the engine exhaust out the side of the hull, but was overruled by Jake. "He told me that if *Sorcery* ever spent the night rafted up next to *Kialoa*," Gary says, "he didn't want to have to worry about dirty white topsides the next day when he started the engine!" The exhaust has been therefore led aft to the exit at the stern.

The insides of the hull are lined with rows of bunks three tiers high. Four 1/4"



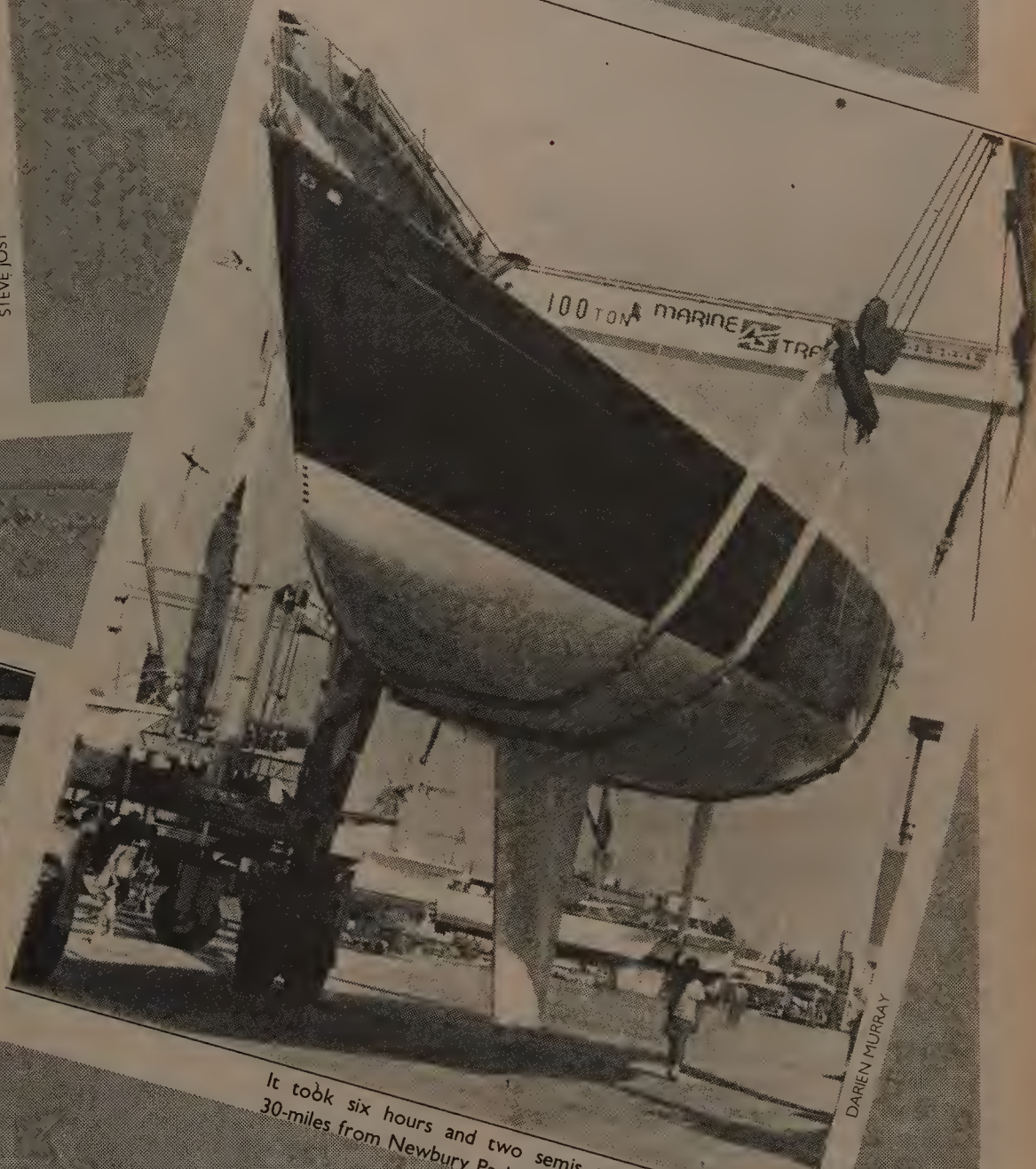
STEVE JOST

"Sorcery" skipper Ed Lorence.



DAVID PETERSON

Under the dining table is a 60 cubic inch reefer and freezer.



DAREN MURRAY

It took six hours and two semis to truck "Sorcery" 30-miles from Newbury Park to Marina del Rey.

metal girders run the length of the boat, two under the deck and two along the bilge, and they are tied to the backstay with a metal tube. Thus, says Mull, the boat "is a single rigid girder". Up forward there are 6-ft by 10-ft sail chutes cut in the deck, with platforms below for sail handling. Further aft is the galley, with a 60-inch cubic refrigerator and a sign that says "No Smoking Except for Jake". The navigator's station is aft, behind the double steering wheels.

After a series of shakedown sails off Marina del Rey, *Sorcery* left for the Panama

Canal and Florida on December 18th. Mull reports there were very few bugs to work out, which he owes to the detailing they did beforehand. The genoa sheet car sheaves had to be redesigned slightly and an experimental rigging in the spreaders had to be abandoned when it proved unworkable. Other than that, says Gary, it's been smooth sailing. He's no doubt curious to see how they stack up against the aforementioned *Kialoa* and *Windward Passage*, not to mention the newly rebuilt *Ondine*, Huey Long's *Milgram 79*, *Nirvana*, Marvin Green's *Ped-*

rick 81, and newcomers *Boomerang*, owned by George Coumantaros, and *Huaso*, owned by Mike Perkins. Both of the latter are Frers 81's. "They're all competition at this point," says Mull. "We can't ignore any of them."

Hopefully they won't be able to ignore Mull and his crewmates on the big, red *Sorcery* either. We'll be eager to see how they fare.

— latitude 38 — sus with susie klein

I have a friend who is a confirmed non-racer. He loves to talk about how fast his boat sails, especially how well it goes to windward, but he refuses to get anywhere near a starting line or race committee.

"I'm not competitive," he says. "I just like to sail fast."

Somehow, whenever I hear this all too common disclaimer, I can't help but think that what it really means is: "I won't race because I'm terrified that I might lose!"

Recently I had the opportunity to put this theory to the test. The local one-design fleet (which my friend refuses to join) put on a special race exclusively for non-racers. The entry requirements for this race are unique: boats that were entered in the regular summer series are not allowed, while membership in the fleet, YRA, or a yacht club is not required.

Of course, the mainstream racers, who love to crew in this race, have to do a lot of arm-twisting to get a reasonable turnout. But apparently the results are worth the effort — this event, along with several others aimed at the prospective racer, keeps a steady flow of new blood coming into the fleet.

After weeks of harassment, and promising to bring some of my best regular crew, I finally managed to persuade my friend to give it a try.

"You know, you can really get hooked on racing," I remarked to him as he steered his boat out to the starting area in the middle of the Olympic Circle.

"I do a lot more racing than you realize," he said. "It's one of the fundamental rules of sailing: whenever two boats are within sight of each other sailing in roughly the same direction, there's a race!"

"This might be a little different," I warned.

"I almost never get passed by anything that's not at least five feet longer," he continued. "This boat is fast!"

"We'll kill 'em today! But just to make sure, I had a diver go over your bottom yesterday."

"You what?"

"Don't worry, it's on me. Besides, he doesn't charge very much if he can do another boat without getting out of the water."

"Well, thanks! But I don't think we really need it."

"Anyone up there interested in some croissants?" shouted a voice from down be-

low. (As part of the deal, it was up to us racers to bring the food — a serious breach of etiquette under any other circumstances).

"No thanks," answered the skipper. "I'll eat after the race."

We didn't have time to go all the way to the windward mark, so we set a spinnaker, jibed a few times, and we were back at the line. The committee boat was on station

No one could see anything that looked like a mark.

"Pre-race jitters," I thought to myself. "And with all that boasting about how fast his boat goes. He'll get his! But I hope not so bad that he doesn't want to come back for more!"

We were the first boat out at the starting area — in fact the Race Committee hadn't even shown up yet — so we had plenty of time for practice. After raising the jib and doing five or six tacks to get the crew warmed up, our tactician had us sail directly towards the starting mark from various directions, and told the skipper to guess as accurately as possible when we were 60 seconds, 30 seconds, and 10 seconds from the mark. He was pretty good at it after ten tries! Next we made some timed runs out and back, simulating an actual start. After a few runs the whole crew was convinced that if we weren't interfered with, we could easily get a perfect start.

We sailed up the course for a while. The wind had come up to about ten knots, so I cranked in on the backstay adjuster to flatten the main just a little.

"That's more tension than I usually put in the rig," cautioned the skipper. "I hope you know what you're doing."

Then he noticed one of the foredeck crew bouncing on the winch handle to tighten the jib halyard.

"Hey, be careful!" he warned. "That's too tight!"

The halyard was eased about a quarter of an inch, just enough for the wire to make a noise as it slid back over the drum.

"That's down two inches," lied the crew.

"Much better!" said the skipper.

and a few boats were already milling about the area.

Then our tactician really went to work. By the time the warning gun fired, we had the following data grease penciled on the cockpit bulkhead: wind direction, starboard and port tack close-hauled headings, starting line angle and reciprocal, starting mark shore bearings in both directions, time to run the line in both directions, and time lost tacking and jibing.

"That tactician you brought along certainly is meticulous," remarked the skipper when he had a moment between maneuvers. "Do you always do all that stuff before each race?"

"No, but we all know that we should," I answered.

"There's a lot of psychology involved," added the tactician. "If you really intend to win a race, then you take care of every conceivable detail. If you decide before you leave the dock that you probably won't do well, then you don't bother with the preparations so much."

The course flag went up, and within seconds a sheet of paper was taped to the bulkhead with compass courses, distances, and background ranges for each leg of the course.

"It still takes a certain talent to get good starts, regardless of preparations, doesn't it?"

"Sure, but it's a talent that you can culti-

vate," the tactician continued. "I used to be very envious of a few racers I knew who seemed to have a natural ability to judge speed and distance. They always got great starts no matter how they approached it.

your eyeball."

We checked the current and the wind direction again before the preparatory gun fired.

"Anyone can learn rules and tactics, or

"It must be a small temporary one we just can't see yet."

One day, one of these 'natural talent' sailors confided in me that he wished he had a better knowledge of the racing rules, but could never seem to get beyond the basics. 'Non-sense', I said. 'Anybody who can read can become a rules expert if they just spend a little time'. He insisted that he just didn't have the aptitude for the rules, and I insisted that it was just a matter of deciding to learn them and then taking the appropriate amount of time for study. Anyway, a short time later I read an article about how an internationally known sailor spends hours and hours doing timing exercises, like the one we did this morning, and I began to realize that this is also something that can be learned."

"See that starboard tacker?" yelled the bow watch.

"Got it!" said the skipper as he bore off a few degrees.

"Let's tack back towards the line as soon as we can," advised the tactician. "And let's get another look at the tide on the committee boat."

"So the sense of timing that some people are born with is really something that can be acquired," I said.

"Right, and you need that skill, too. No matter how carefully you plan and rehearse a start, some other boat is going to screw it all up, and you'll have to rely on

how to get a good start, or how the tidal currents and wind shifts work on the Bay. But one thing that's very hard to learn is how to really drive a boat fast."

"Nothing to worry about in that department," assured our skipper.

We planned to start a few lengths away from the slightly favored starboard end in order to avoid the crush. But as we made our final run away from the line, it was obvious that all the boats on or above the barging line were early, and the others were too low to fetch the favored end.

"Head up thirty degrees! They're leaving it wide open for us!"

Our skipper mumbled something about sticking to the plan, but followed the instructions just the same.

"Okay, tack in about five seconds. We'll be early and barging, but no one's in a position to squeeze us out."

We tacked, luffed the jib for a few seconds, then trimmed in and zig-zagged to kill time without losing momentum. We pulled off a near-perfect start, best in the fleet.

The skipper was unable to control an enormous grin. But our lead was short-lived. A boat that had started at the other end of the line was outpointing us badly, and after a few tacks we were well behind, fighting to keep another boat from getting through.

"How can we make this thing go faster!" cried the skipper in desperation.

The wind was up to about 12, so I suggested a little more mast bend to help flatten the main.

"More backstay!" he shouted. "And see if

you can get any more on that jib halyard!"

I used all my strength on the backstay, while the foredeck crew jumped on the winch handle again.

"The top of this sail is a bucket," they complained. "Let's try the lead back two holes to twist it off."

With these adjustments made we were just barely able to clear the third-place boat when we crossed tacks again. Our skipper was practically foaming at the mouth.

The next tack put us on the starboard tack layline for the windward mark. The other boat was coming into the mark on port, almost dead even with us.

"We've got him," said the tactician. "He'll have to take our stern, and won't even be able to raise his pole 'till he tacks. We'll have a nice clean bear-away set."

We topped the pole and assumed our positions for raising the spinnaker.

"Starboard!" shouted the tactician.

"Room at the mark," hailed the other boat.

"Starboard! You don't have room!" repeated our tactician.

"Room at the mark!" hollered six voices from the other boat.

"They're wrong — but we might still have to tack," I advised.

"You don't have room! Rule forty-two point . . .

"Tack! Tack!"

Our skipper hesitated for a second, then spun the wheel at the last possible second. We cleared by inches. I dove for the sheet winch to release the backwinded jib. Someone yelled to release the topping lift to get the pole out of the way of the jib, but the sheet was led underneath anyway.

Fortunately, we never needed to fill the jib on the other side. We had enough power in the main to drive the boat back up into the wind and around, and managed a decent spinnaker set. We had dropped to third place, with fourth and fifth close behind.

"Are you sure we had right-of-way?"

"Positive. Where's your protest flag?"

"Protest flag? What would I be doing with a protest flag?"

"I knew there was something I forgot to bring," confessed the tactician.

"Forget it," I said. "We can outsail them anyway."

We gained considerably on the first reach (the spinnaker was beautiful — it has almost

never been used), and were only a length or two behind as we came up on the jibe mark.

"Okay, just like the practice jibes," I announced. "Except we have more wind and were going from reach to reach. The critical part is to square way back on the pole as we turn."

We were so intent on our own jobs that we barely noticed the boat in front when their spinnaker blew across inside their foretriangle. Our spinnaker collapsed for a few seconds, but we popped it open again without a wrap and all things considered, the jibe came off quite well. We steamed right over the top of the other boat — they were still struggling to bring their spinnaker back under control.

"I should have tee-boned you turkeys!" belowed our skipper as we went by.

Our boat continued to pull ahead, putting us into a very secure second place. The skipper was elated. I could see that he was already visualizing the second place trophy on his office bookshelf, next to the picture of the boat.

"The lead boat is sailing way too high," said the tactician in a very worried tone of voice. "Does anybody see the mark?"

No one could see anything that looked like a mark. We got out the binoculars and scanned carefully.

"They may have set a temporary . . ."

Nothing.

"How about a boat with an 'M' flag?"

Still nothing in sight.

While this was going on, we kept heading up to a higher and higher reach.

"We're way above the rhumb line," I said. "And with this current, we should be steering a little below rhumb to track toward the mark."

"I know, but we have to cover the boats behind us," countered the tactician.

All the boats were sailing high now, so as not to be caught too far downwind of the unseen mark.

"Our only chance to win," I argued, "is to sail rhumb line while everyone else goes too high. The mark must be a small temporary that we just can't see yet."

This discussion continued for some time, with our skipper's course wandering all over the compass depending on who was talking. The trimmers were hopelessly behind the resulting shifts in apparent wind angle.

"I see it! I see it!" shouted the crew

member with the binoculars, pointing about 45 degrees to windward.

We swung up towards the wind and the luff of our spinnaker began to break.

"Sheet! Lots of sheet!"

The grinder put everything he had into the winch, keeping the spinnaker full just long enough to spin us out to windward, at which time one of the less experienced cockpit crew, following his untrained reflexes, let the afterguy run way out . . .

By the time we had the boat back on its

hands.

"How could they do that to us!" moaned the skipper. "How could they start a race without first making certain that all the marks were there?"

"Actually, they did set a temporary mark before the start," said one of a group of equally discouraged-looking sailors at the next table. "It was a very small buoy that they borrowed from another yacht club."

"And they set it way off station," added another one of their crew. "And then the

Since the YRA standardized their courses, they haven't had much interest in the marks they don't use.

feet, we had dropped all the way back to fifth place.

"Get the chute down!"

"No, wait a minute! That's not our mark — it's one end of the starting line! Bear off again!"

Meanwhile, the lead boat had raised a jib and was beating to windward — but there was no mark visible where they had turned. Mass confusion was all around us. Boats were spinning out, dousing chutes with jibs only half raised, or running way off to leeward.

"So how do you like yacht racing so far?" I asked my friend.

The skipper's one syllable answer was perfectly intoned to convey the full depth of his feelings at the moment.

We sailed back down to where the mark should have been, couldn't find anything resembling a mark, and went home. Most of the other boats did the same.

Back at the yacht club, our morale improved only slightly when we sat down in front of the fireplace with warm drinks in our

tide dragged it even further out of position."

"What ever happened to YRA?" asked my friend. "Don't they maintain the Olympic Circle marks as permanent buoys?"

"They did up until a couple of years ago," said the other skipper. "But since the YRA courses became standardized, they haven't shown much interest in the marks not actually used for YRA races."

"That seems awfully short-sighted on YRA's part, if you ask me," said one of our crew. "Not having all those marks makes it so much more difficult for the small clubs, or class associations, or ad hoc groups that don't have a lot of race committee resources behind them to put on a decent race on this side of the Bay."

"My thoughts exactly," said our tactician. "Getting more people interested in racing is just one reason for maintaining the Circle, which would ultimately benefit YRA. The other reason is to give some of the less experienced race committees a good course to

MISSSES THE MARK

use, without requiring a whole navy of support boats. We're always hearing complaints about the shortage of good committees on the Bay. Well, the Olympic Circle is a breeding round for racing committees as much as it is for racers."

"How do you figure that?"

"It's harder than you might realize to set a mark in the right spot," he explained. "Especially for time-on-distance handicap racing, like PHRF. The course distance has to be accurately known. I can only think of a handful of clubs on the Bay that have good enough committees to put marks exactly where they belong and keep them there. But almost anyone with a boat, a horn, and a clipboard can run a decent race if they don't have to set marks."

A few of us looked at him very skeptically.

"Okay, of course there's a little more to it than that, but you see the point. Permanent

marks make the whole process so much easier . . ."

"That would all be great if YRA could afford it," said the skipper at the other table. "But they're on a very tight budget this year. Considering the problems with some of the other buoys, I can understand the policy of only looking after their own courses."

"I don't agree," said the tactician. "There are two yacht clubs that use the Circle a lot that volunteered to contribute a total of \$2,000 to subsidize resetting some of the missing marks. That comes very close to the actual cost. But the YRA Board of Directors rejected the offer at their last meeting because they don't want the additional mainte-

nance burden."

"That's crazy!" said one of our crew. "Those shallow water marks have a life expectancy of five to ten years."

"Maybe next year they'll come to their senses. The cost of setting a few additional marks is a very small percentage of their budget, and there's certainly no other organization in a position to take that responsibility. Especially if YRA is serious about bringing the other racing groups — SYRA, SBRA, the Windsurfers — under the YRA umbrella. They'll have to show a little more concern for the sailor at large, and not just the current YRA racers."

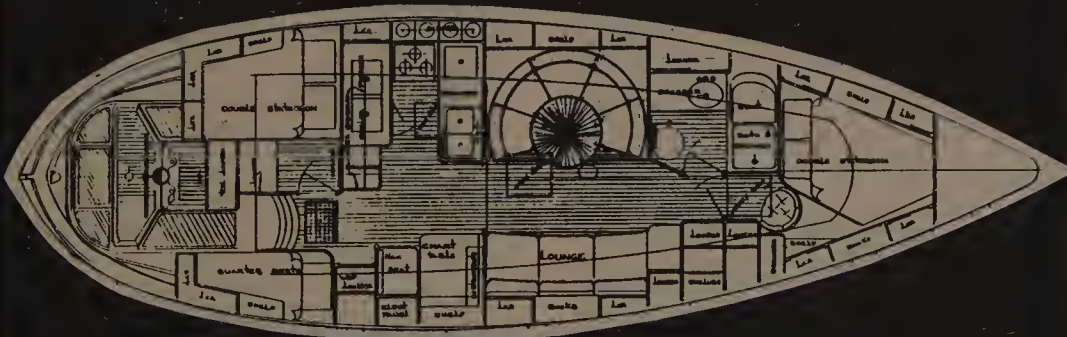
The conversation turned to mark roundings, jibes, and other war stories generated by the two-and-a-half legs of racing, and for a while we forgot all about missing marks, race committees, and YRA. Was my friend hooked? Hard to say. But from the way he's been bragging about his daring start, the close call at the windward mark, and superior speed and skill on the runs, I think he just might have taken the bait.

— max ebb



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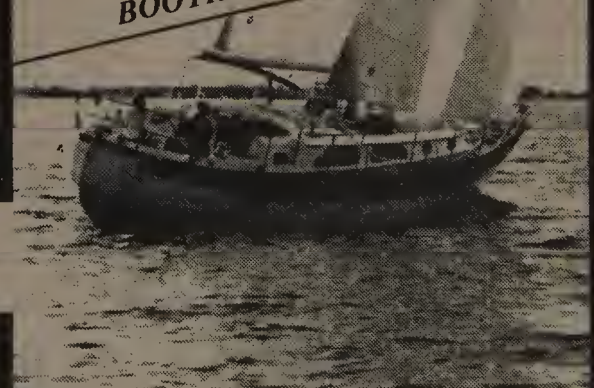
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THE SAILOR'S

You don't read many articles in sailing magazines about boat tool kits. But you ought to. Although not required by the Coast Guard, the comprehensive tool set is a vital piece of sailing equipment.

Proper tools, for example, provide the means to fix items on your boat that affect safety. Clearing a clogged bilge pump, re-connecting the power cable to the VHF radio, or scaring off a harbor thief are three examples that come to mind. Adequate tools

Beware of
inferior tools
found in big
bins near
cash registers.

also enable an owner to perform routine maintenance on his boat, such as tuning the mast, making minor engine adjustments, or securing a loose stanchion. A bonus of completing these jobs is that the owner learns

more about his boat, feels more confident about his skills as a seaman, and gains the satisfaction of not having to pay someone else to do his work.

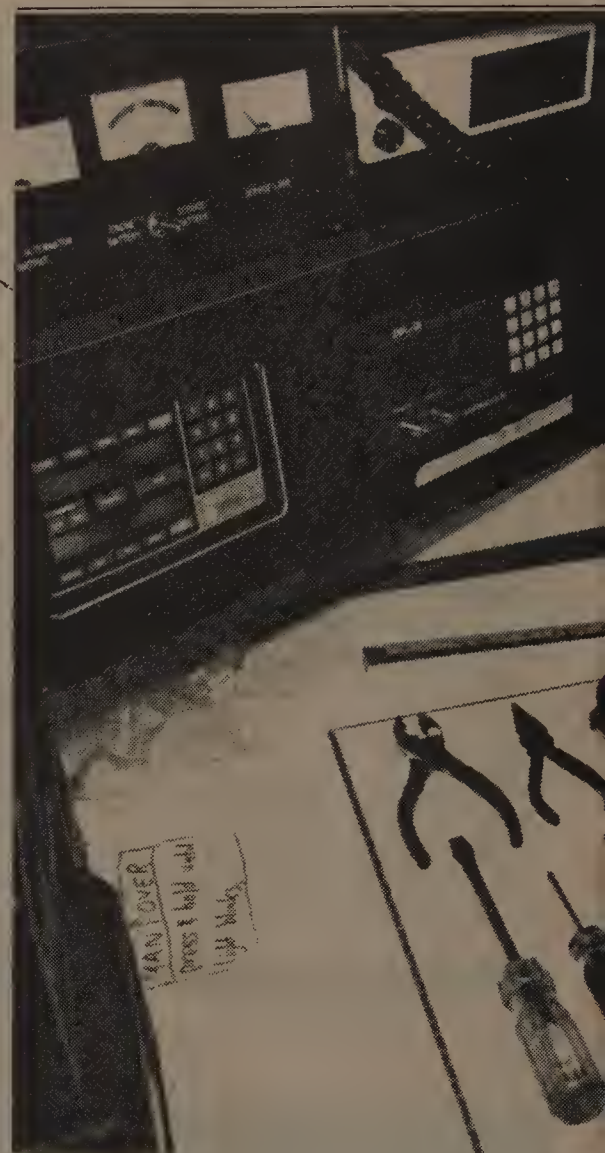
Naturally the size and content of any tool kit is going to depend on the size and complexity of the boat it's intended for. You won't find a globe-girdling maxi tool kit on a Laser, or vice versa. For the purposes of this article, I'll consider tool kits for two kinds of boats; the first is 'Class A' boats, under 25 feet with outboards; and 'Class B' boats, 25 to 40 feet with inboards. The kits I describe will obviously just be a guideline, as certain individuals will see fit to do with less tools while others will buy out a True Value hardware store.

But do remember we're just talking tool kits here. Spare parts and maintenance kits are entirely different animals. They belong on your boat, also.

Before you buy any tools, you ought to have something to put them in. I suggest a medium-sized plastic tackle box. White, symbolic of spiritual purity, is the preferred

CLASS B TOOL KIT

- 1 pr. 7" slip joint pliers
 - 1 pr. 7" needle nose pliers
 - 1 pr. 8" standard vise grips (not Sears)
 - 1 pr. 7" needle nose vice grips
 - 1 pr. 9 1/2" channel lock pliers (#45381)
 - 1 pr. multipurpose electrical pliers (#6092)
 - 1 ea. extra small—large screwdrivers (#41589, #591, #592, #595)
 - 1 ea. #0, 1, 2 phillips (#41293, #41301, #41302)
 - 1 ea. 6" and 12" adjustable end wrench (#44602, #44605)
 - 1 ea. giant wrench (for stuffing boxes up to 3") (#55651)
 - 1 set nut drivers (#4196) or 1/4", 5/16", 3/8" versions (#41971, #41972, #41974)
 - 1 set combination wrenches 1/4"—11/16" (#44622)
 - 1 ea. jack knife (#95304)
 - 1 ea. center punch (#42861)
 - 1 ea. putty knife 1 1/4" (#90151)
 - 1 ea. 6" rat tail file (#31242)
 - 1 ea. 8" flat file (#31294)
 - 1 set 3/8" drive sockets (only \$25!)
 - 1 ea. hack saw and blades (#3562)
 - 1 ea. 3/16", 1/4", 5/16", 3/8" cobalt drill bits (good marine store)
 - 1 ea. 10-24, 1/4-20, 5/16-18, 3/8-16 tap and die
 - 1 ea. top handle
 - 1 ea. 12 volt soldering iron and solder (marine store)
 - 1 ea. 12 volt trouble light (very handy!!)
- Although I have listed drill bits, I have not mentioned how to turn them. Your choices are:
1) hand drill; 2) 12 volt drill; 3) rechargeable drill; and 4) 110 volt drill. Choose what make sense to you.



color of those who are superstitious. The tackle boxes are generally rugged, rust-proof, and reasonably priced. You can find these wherever fishing supplies are sold, although often times these have hundreds of little compartments suitable only for small items like hooks and lures. Your good old local chandlery probably has tackle boxes with larger compartments, big enough for groups of sockets, small screwdrivers, and other tools needed on a boat.

Also before buying any tools, it would be helpful to make a quick tour of your boat to familiarize yourself with its needs, and discover if it might require any special tools. You'll probably find that the majority of fasteners — nuts, bolts, screws, rivets, etc. — are either #10 or 1/4-inch stainless steel machine screws. You'll also discover that many production boats make wide use of phillips head screws; this is because they are faster to put in on the production line than normal screws. Others use pop rivets. Without arguing the various merits of each, it would help if you found out what you have.

You'll also want to take a look at your



LATITUDE 38/RICHARD

Chuck Hawley makes his case for tools.

engine, be it an inboard or outboard. Find out if it uses S.A.E. tools — measured in fractions of an inch, such as 3/8-inch; or metric sizes — such as 10 mm. I want to warn you not to automatically assume that engines made outside the United States require metric tools. For example the English-made Perkins diesel on *Charley* — on which I serve as BMW — uses entirely fractional tools. Yes, this sounds weird, but just remember that the San Francisco YC is located in Belvedere and the Oakland YC is in Alameda. It's a wild planet.

Where to buy tools? I don't own stock in Sears nor do I have an uncle who works in the appliance department, but I buy most of my tools there. I like Sears' lifetime guarantee, and take heart in the fact the tools are predominantly made here in America. You'll find that my Class A and Class B tool recommendations have Sears catalog numbers behind them where possible.

Of course you don't have to buy your tools at Sears; any equivalent quality brand would do nicely. But do make sure you get

quality tools. The extra few dollars you spend for a tool that lasts a lifetime is well worth it. Beware of inferior tools, often made in Taiwan out of dubious metal. These are usually found in big bins near cash registers. They aren't a good value, particularly on

boats.

That's about all the introduction to tools you need. For the lists themselves, one is located on the bottom of the opposite page, the other on the bottom of this page.

The first thing to do when you buy a socket set is throw the fitted case away.

One of the interesting things about tools is that you soon develop favorites. In my experience I've noticed that many male BMW's — and even some females — enjoy the slightly sensual sensation that comes from working a good screwdriver. I'm not immune from the allure of the symmetrical phillips myself, but I must confess to a much stronger liking for the hammer — or even better, the baby sledge. There's something primal, something powerful, something grand when you're waving that potent eight-pounder around in your hand. Genoa tracks lay back down like they're supposed to, recalcitrant blocks obey, and mutinous crew comply.

My least favorite tool is the spark plug wrench. It's only reached for in frustration, when the wind has quit. I hope I never have to see another one in my life.

CLASS A TOOL KIT

- 1 pr. 4" slip joint pliers (#45378)
- 1 pr. 7" needle nose pliers (#45081)
- 1 pr. 8" standard vise grips (not Sears)
- 1 pr. 9" cable cutters (S and F Tools)
- 1 pr. multi-purpose electrical pliers (#6092)
- 1 ea. small, medium and large screwdrivers (#41589, #41581, #41584)
- 1 ea. #1 and #2 phillips screwdrivers (#41294, #41295)
- 1 ea. 6" adjustable end wrench (#44602)
- 1 ea. 3/8", 7/16", 1/2" combination wrenches (#44693, #44694, #44695)
- 1 ea. 5/16" nut driver (#41972)
- 1 ea. good quality jack knife (stays in tool box!) (#95304)
- 1 ea. 12 foot tape measure (#39244)
- 1 ea. spark plug wrench (if needed)
- 1 ea. 16 oz. hammer (#38011)
- 1 set Allen wrenches (if needed, #46283)
- 1 set 1/4" drive socket wrenches (optional, but very nice!)

THE SAILOR'S TOOL KIT

The most used BMW tool might surprise you; it's the 5/16 nut driver. That's the size adjustment nut on almost all hose clamps, bleeds the Perkins diesel, and is used all the time. Maybe you should buy two in case you lose one.

The care and feeding of your tools is as important as the original purchase. Anyone who's ever had steel tools in a marine environment knows that they will eventually rust. (Hell, given enough time I think even plastic will rust). And unfortunately rust never sleeps. So while we must come to accept rust as we do death and taxes, we should likewise seek to avoid them all as best we can.

There are just a couple of things I do to keep my tools from getting prematurely rusty. I always try and keep them in as dry an environment as possible, and I rinse them in fresh water when they get salty. I also spray them from time to time with a light film of WD-40. I'm not sure the WD-40 does the tools any good, but it just takes a few seconds and makes me feel better knowing that at least I tried.

(Incidentally, the first thing you should do

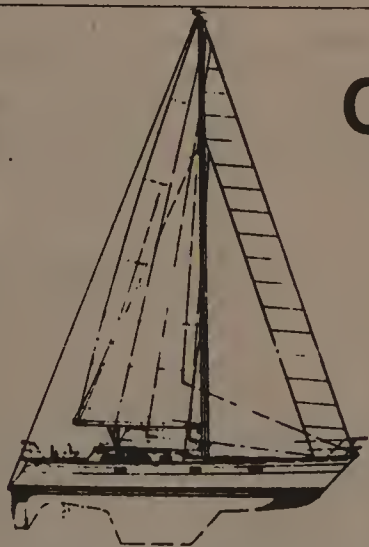
after buying a socket set is to throw away the fitted case they come in. Rust breeds like crazy in those confined cases).

I know there are some sailors who really get into their tools. I've seen guys who wrap their tools in lightly oiled rags. I even know guys who carefully caress their tools with lubricant about every two weeks. I'd don't do either of these. The oiled rags make me worry about spontaneous combustion, and as for the rubbing of tools with oil, I personally don't like to get that emotionally attached to inanimate objects. I just don't think it's healthy.

— **chuck hawley**

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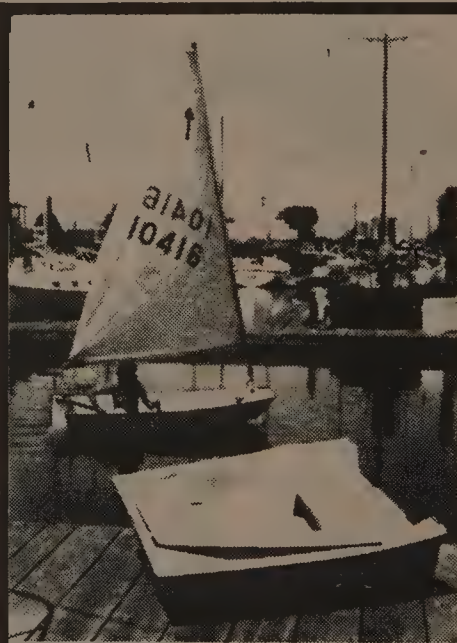
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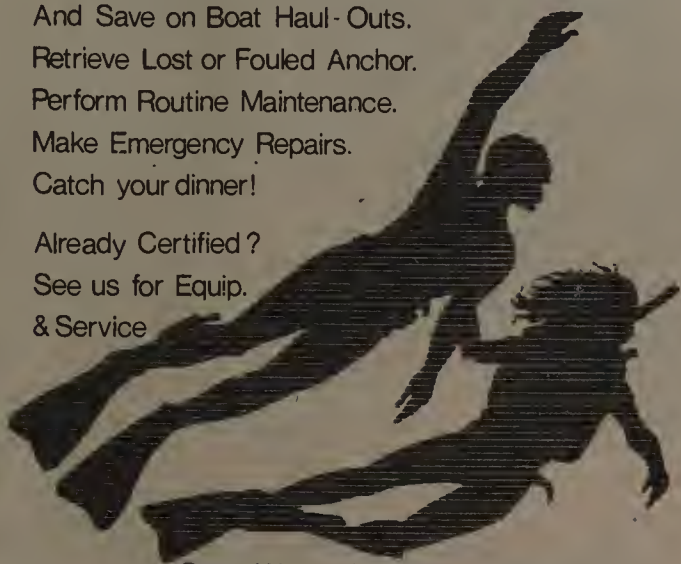
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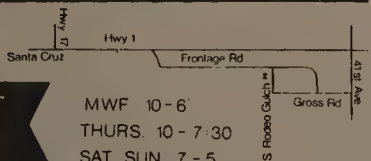
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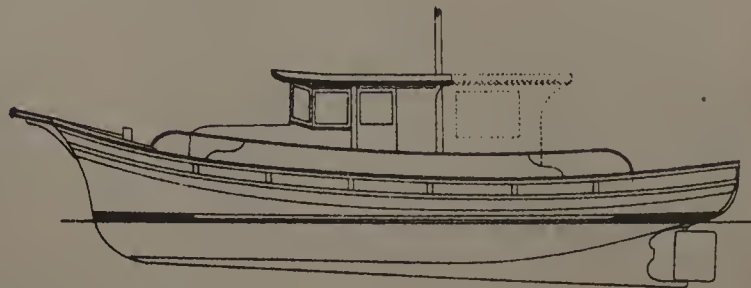
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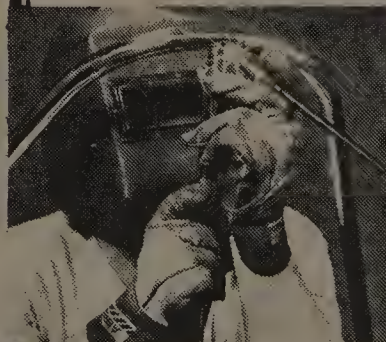
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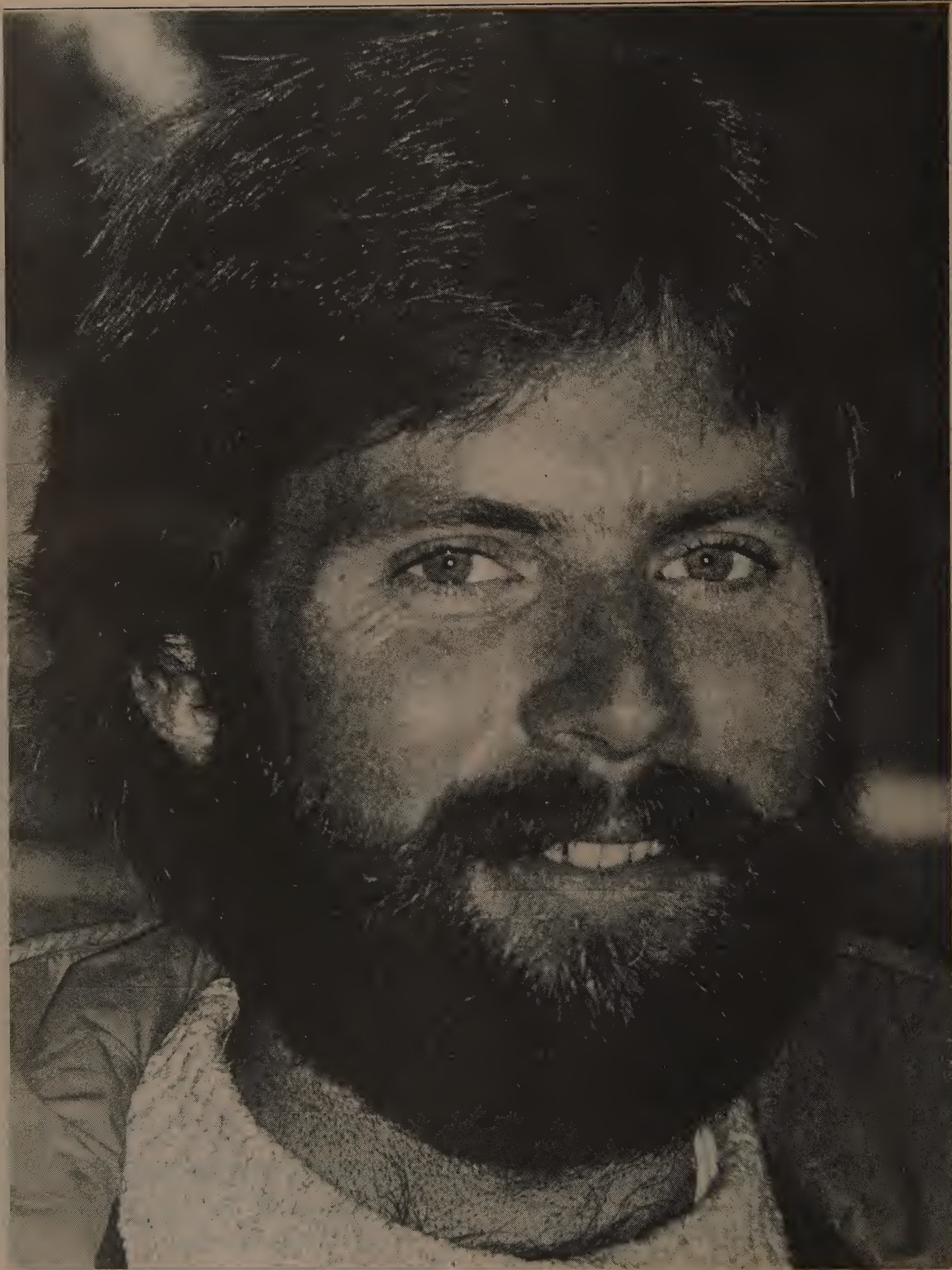
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JOHN BERTRAND

It would be hard to argue the statement that John Bertrand, 28, is the best dinghy sailor ever to come out of the San Francisco Bay Area. Even before he attended San Rafael High School he had put together an impressive win record in the 8-ft El Toro and 13-ft Banshee. He won his first national championships in the Banshee in 1973, followed by another in 1974. Two years later he started a blitz that saw him win back-to-back world titles in the 14-ft Laser class and another in the 15-ft Olympic singlehander Finn class. He narrowly missed the succeeding Finn titles in 1979 and 1980, losing both times on the last beat of the last race to fellow American and training partner Cam Lewis of Massachusetts.

The bottom fell out of John's sailing world in 1980 when he was well positioned to represent the United States in Finns at the Olympics. He won the trials off Newport, Rhode Island, but the American boycott kept him away from the Games. Crestfallen, the tall, blue-eyed, soft-spoken sailor had suffered a major setback. He didn't give up, however, and recently took part of the Defender/Courageous 12 meter effort, serving as tactician for John Kolius on Courageous. He has now resumed his Olympic quest in Finns, more mature and more confident that he knows what it will take to get the job done.

38: I'm sure you've done it many times, but could you go over your background, how you got into sailing, your early history with the Laser, the guys you used to sail with like Steve Jeppeson and Kenny Keefe.

John: Well, let's see [jokingly] it all started when my Dad married my Mom . . . Seven kids later I came along. My Dad sailed when he was young and really liked it.

38: Was he from the Bay Area?

John: Originally he was from Southern California, Santa Monica, and then moved up to the Bay Area, got married, had kids. It got to the point where he had to get us out of the house on the weekends so that my mother could keep her sanity. He bought a daysailer and joined the Palo Alto Yacht Club. That's how my family got into sailing . . . all my brothers and sisters were involved. At that time I was delegated to the dock patrol because I was just too young, about six or seven.

They had a junior program and I started learning in El-Toros. Chris Boome was the best sailor in the whole area so he was my role model. Then we moved to Foster City and I started racing and learning about tactics on the lagoon there.

It wasn't very developed at that time and the sailing was really good. Now there are so many houses there I'm not sure how it is . . . it must be very flukey.

38: What year was that?

John: 1967 or 1966. We lived there until 1969. They had a very competitive El Toro fleet with guys like Bob Sutton, Dick Rosen, Ken Orchard, Richard Gee. They were a strong nucleus of sailors who later went on to other classes.

Then we moved up to Marin County and I sort of lost touch with

sailing for a couple of years. A friend of ours, Dick Reid from Millbrae, developed the 13-ft Banshee during that time. We got a couple and acted as a rep for him, and I started racing the boat. A lot of guys from Foster City also had Banshees, so that was nice to be competing against my friends again.

38: Let's go back a second to the El Toros. I remember reading that you won some regatta like the Bullship Race? Was that your first win in a big fleet?

John: I guess so. If I remember correctly there were about 80 boats — there were probably only 20 but it seemed like 80! [Laughter]. It was kind of neat because it was my home turf. The race was called the Flight of the Bulls.

38: So it was in the lagoon?

John: Yeah. I don't know if they still have that race. People came from Palo Alto, San Jose, all over. We raced the length of the lagoon and back, about four miles. For the last quarter of the race there were three of us overlapped, myself, the Pacific Coast Champion and the National Champion. In the end I won by two seconds. It was neat.

Anyway I got into racing the Banshee and I was kind of a lightweight at that point. I was only about 120 pounds and I had to develop my heavy air hiking technique pretty well to survive. I was a terror in light air. I'd be fully hiking and everyone else was sitting on the lee rail! As I grew into the boat I guess my technique in heavy air really developed. I had all kinds of boat speed. A lot of the races were in Foster City and we'd race in SBRA and our nationals were over there off Alameda. I'm trying to think of who else was involved at that time . . . I must be getting old because my memory is failing.

38: It's either that or your knees.

John: Those too! [Laughter]. The Banshee was a fun class. It was

like the El Toros in that there was a consistent group of guys and they were really good sailors. I got to the point where I was dominating the Banshee pretty well. Then the Laser came on the scene. It had been around for a couple of years but its popularity was really exploding at that time.

38: Was that when Don Trask got involved with the boat?

John: He was really beginning to take charge then. Don in-

At one point I gave up sailing for about eight months. . .

roduced me to the boat. It was at Lake Merritt, over in Oakland. They have a Labor Day or Fourth of July regatta with all the dinghy classes — OK dinghys, FJ's, El Toros, Sunfish, Banshees. You'd compete in your class and then the final race on Sunday was called the Champion of Champions. If you won your class, you'd sail against the other winners. That year it was sailed in Lasers and I won it. I could tell that Don was interested in me sailing the Laser, just by the way he talked to me.

At that time — this was 1973 — I had just joined the St. Francis Yacht Club as a junior member and I went up to Tinsley Island to try out for the St. Francis team in the Nagy team racing series. The good sailors then were guys like Steve Jeppeson, Zan Drejes, Bob Smith, Bob Nagy. I remember hanging out at the fringe before the racing started. I did real well — I think I won the eliminations and then we went on to win the Nagy series against teams from other areas in California. All of a sudden I was accepted in the group and it started my relationship with the St. Francis Junior Program.

The club had just gotten a group of Lasers and the races at Tinsley were the first time they had used them. After that they brought them down to San Francisco and they made them available to us juniors. They had a great old truck, an F100 — I think it was a '56 or '58 — a flatbed, all dented up. It was great. They gave us the truck, a credit card and a trailer, and they said, "You want to go to the Santa Cruz Open? You want to go to the North Americans?. Fine."

About three or four weeks after the Nagy Series the North Americans were scheduled in San Diego. Steve and I decided we were going to do that, so we hopped in the truck and drove to San Diego. We were probably two weeks early. We just went out and practiced, sailing on the race course.

About 100 boats showed up and they eliminated down to the top 60 boats. It was my first big Laser regatta and I ended up third. In fact halfway through I was leading and in a really good position to win. You might say I choked at the end. I guess I believed I didn't belong there and I proved it. Dick Tillman won and Mark Reynolds was second.

38: Tillman was winning the Laser North Americans every year back then, wasn't he?

John: That's right. He was good to sail against, and I learned from his maturity. He was open about telling secrets. There was a good group of people in the class and you could learn a lot from those who were doing well.

38: When did you decide you were really going to get serious about the Laser? It sort of became a passion, didn't it?

John: Well . . . Yeah . . . it did. The boat was fun to race because it was so competitive. It was also fun to just go out and sail. You'd want to do it a lot. Steve and I were very competitive and if he went sailing a day when I didn't, then I would be very insecure and feel like he was going to get better than I was.

38: Did you sail every day?

John: Pretty much. We'd go out off the City Front after school. Our rivalry fueled the fire a bit. We sailed off the St. Francis mostly and that probably damaged our tactical sailing quite a bit. [Laughs]. I remember a regatta at Association Island in New York — it was one of the Youth Championships. We learned a lesson in what not to do in preparing for a regatta. We had raced at Clear Lake, drove to the airport and didn't sleep all night and then commuted to upstate New York. We had been up for about 40 hours. I ended up 17th. Practicing off the City Front we had gotten so used to sailing the tides and ignoring the wind shifts. We got blown away pretty bad.

38: That must have been in 1974?

John: Right. As a matter of fact I think that contributed to my burn-out phase. At one point I gave up sailing for about eight months. I hung out with my friends from school and didn't really associate with anyone from the yacht club. I think that was after the Laser Worlds in 1975. Again I had some high expectations and I ended up 24th or 25th. I was really burned out from the pressure of trying to keep up with the Jeppesons and Keefes. I sailed too much and in the wrong area, right off the club. I should have backed off a little bit and sailed in some more shifty, tactical places.

When I came back to sailing, I did extremely well. I was very hungry, I had missed it very much. I also did some sailing with Dennis Surtees during that period. Hanging off the wire of a 505 gives you the opportunity to think a lot more and to see what's going on on the race course.

38: You were sailing on the Bay with him?

John: Yeah, I think I got back into the Laser for one or two regattas and then I sailed the season with Dennis. That summer I went

I was burnt out from the pressure of trying to keep up.

down to the Laser North Americans in Oxnard, virtually not having sailed the boat most of the summer. I ended up winning. I was pretty happy to be able to do that.

38: I know. I was there too, only at the back end of the fleet. Steve Jeppeson got second as I recall.

John: After I squatted all over him the last day. That wasn't too good a scene. Fortunately it didn't damage our relationship. If it had been someone else, it could have.

That win qualified me for the Laser Worlds at Kiel. Later in the season I stopped sailing with Dennis and got back into the Laser and focused on the Worlds. I think I won the Nationals in 1976, and the Districts, before going to Germany.

38: What was your sailing regime for that period? Were you sailing every day? By yourself? With others?

John: It was pretty much free lance. I sailed after school. At that point I sailed for sheer enjoyment. I knew I had to prepare myself for



John sailing his Finn, US 1007, off the Berkeley Pier.

these regattas but I didn't really know how to go about it. I figured I would just do what I had been doing in the past and I should be all right.

I really wasn't planning on winning in Kiel. I mean I was going there to do the best I could, but I surprised myself by winning. I was comfortable with it too. I had won enough regattas where if I was in a position of leading, I wasn't going to fall apart. It wasn't like I was going there without the intention of winning but it wasn't a calculated effort.

38: Did others expect you to win?

John: I don't know! [Laughter]. It was a small Worlds. There were only 76 boats. Other Laser Worlds had over 100 boats. Seattle's Carl Buchan did really well and took second. Jeff Madrigali got a third or fourth.

38: Were you getting support from your family at that point?

John: I got a lot of moral support. I was living at home and still in high school. There was never any question as to what I was doing, whether I should be concentrating on other things. There wasn't much said about it, either. It wasn't like, "Okay, son, this is what you're expected to do." That took the pressure off quite a bit. Also I got incredible support from people in the Bay Area. When you have someone who's saying, "Yeah, you're doing a great job! Yeah, man, I'm really happy for you!" — it pumps you up.

I remember an incident at the yacht club. Tom Blackaller was there. He's a very friendly guy, you know, but he really didn't know

me that well. He knew I was doing well. I called him over and said, "Tom, can I talk to you? I'm going to the Worlds in Germany and I really don't have much experience. Is there anything you can tell me?" He bought me a coke and said, "Where is it?" I told him it was Kiel, Germany. "Have you ever sailed there?" No. "Have you ever heard about it?" No. "Well, let me explain about sailing over in Europe. Here in the Bay Area we get thermal winds. It starts out light in the morning and it builds all day. But over there it could be strong in the morning and then fade in the afternoon." And he went on and he explained all these different nuances of sailing in Europe. Then he talked about what it's like to sail in a big, world championship fleet, things you should concentrate on. By the end of the conversation I was probably about 20 feet off the ground . . .

38: [Laughter].

John: I was going "Wow!". I was really excited. He got me jacked up. That type of support from people is a necessity. You need that reinforcement.

38: What did he tell you about big fleets?

John: I don't remember specifics but he would say things like "Well, at the Star Worlds, you know, there are so many boats and this is how I try to start — clear air, I don't fight for the ends of the lines." What it came to was that he was saying, "You can do it." He just gave me a few tips that got me even more motivated.

38: Have you developed any philosophy of your own about those situations, in world class or big fleets?

OLYMPIC

John Bertrand is not the only Bay Area sailor vying for the upcoming Olympics. Those listed below are rated as having a good shot at making the team in their respective classes. (Besides the Star, Soling and Finn, the Olympics will have races for the 20-ft Tornado catamaran, the 19-ft Flying Dutchman, the 15-ft 470 dinghy and the Windglider sailboard). If you want to support those listed below, you can send a tax deductible check made out to "Olympic Campaign" and send it to the San Francisco Bay Area Sailing Association, c/o Larry Harris, 15 Broadmoor Drive, San Francisco 94132. Larry is the secretary/treasurer of SFBSA and will gladly answer questions if you call him at (415) 271-8074. You can also talk to these Olympic prospects at the Moscone Boat Show from January 6-15.

ALL PHOTOS BY LATITUDE 38/SHIMON

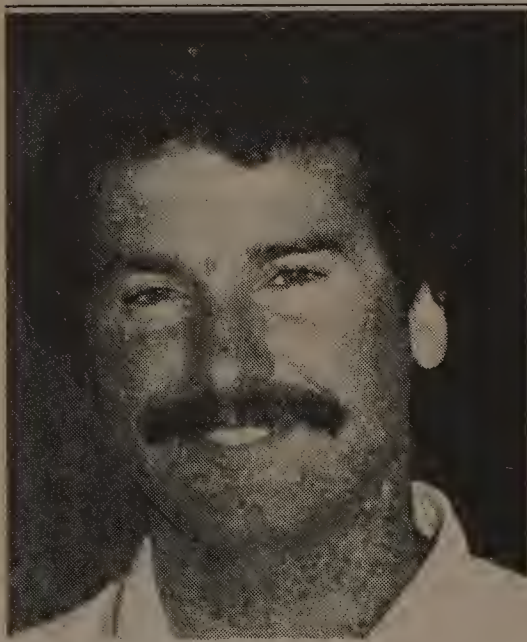
Star Class

Skipper Paul Cayard, 24, and Kenny Keefe, 27, have emerged as genuine threats in the Star class since jumping back into the class last fall after their unsuccessful effort to win the America's Cup on *Defender*. Both of these husky, young sailors have been known more for their crewing efforts in the past, serving ably for such star masters as Tom Blackaller, Vince Brun and Bill Gerard. "I've gotten a pretty broad education in the front end of the boat," says Paul, who majored in business management at San Francisco

Long Beach until the United States Trials. "We've got the financial backing," says Paul, "and we're going to try real hard."

Finn Class

The last Bay Area sailor to attend the Olympics was Finn sailor Ed Bennett in 1972. (John Bertrand won the 1980 trials but wasn't able to compete in the Games due to the American boycott). Historically Finn sailors on the Bay have been small in number but long on talent, dating back to the days of Commodore Tompkins and Gary



Paul Cayard.



Kenny Keefe.

State, "and now I want it to pay off."

Having taken leaves of absence from their jobs — Paul was building sets for the San Francisco Opera, and Kenny manages Anderson's Boat Yard in Sausalito — the pair are now in training full time. At the end of January they'll compete in Miami's Bacardi Cup, followed by the Spring Championships in Nassau and then on to the World's in Portugal and the Europeans in Spain. They'll return to the United States and practice in

Mull in the 1960's. The current crop of solo Finn-atics is no less imposing, and there's a good chance one of them will represent the United States in the 1984 Olympics.

Craig Healy, 26, has been at the top of the American Finn fleet for the past three years, winning the Nationals, North Americans and the 1982 Pre-Olympic regatta in Long Beach, site of the 1984 Olympics. A product of the Richmond Yacht Club junior program, Craig was a Laser champion before



Louie Nady.

turning his sights on the gold medal, and has a broad range of experience in both dinghies and keelboats.

In a class that demands not only tactical skills but also frequently brute force, Craig is training both his mind and body. He'll be carrying a full load at dental school throughout the spring, and has lined up a physiology coach to aid him with nutrition and exercise programs for his sailing. His travel itinerary includes the Finn Midwinters and Nationals in March, to be held in Louisiana and Mississippi, and possibly France's Hyeres Olympic Week in April. He is being aided in his fundraising campaign by several Bay Area sailors, particularly fellow Richmond YC members Bill Claussen and Bob Klein. They estimate it will take \$25,000 to get Craig to Long Beach in good shape to win the Trials.

Unlike some other sailors who will be sailing full time in preparation, Craig will train about four days a week in between classes at school and gym workouts. As he stated in a recent radio interview, he won't have to worry about being "sailed out" when the starting gun goes off in Long Beach, and hopes that will give him a competitive edge.

Russ Silvestri, 22, is a relative newcomer to the Finn class, having literally grown up on the Bay in Lasers. A recent University of Southern California graduate majoring in business, Russ is a strapping six-footer known for his aggressive style on the race course. When he was just 13 years old, he steered a two-man 470 dinghy to eighth at the U.S. Olympic Trials. He has since won his share of firsts, including the 1980 Youth Championships and the 1981 Collegiate singlehanded title. In 1981 he was an All American.



Russ Silvestri.



Craig Healy.

Russ is also spending considerable time training off the water, attending aerobic exercise classes, weight training sessions and even working with well-known sports psychologist Thomas Tutko from San Jose State. When he was in Wisconsin last summer picking up his new Finn from the Harken factory, he took time out to talk to the "Wizard of Zenda", 1972 gold medal winner Buddy Melges. The Midwest sailmaker and boat builder agreed to help Russ with his sails, working for the perfect match between mast and sail, a critical ingredient in the cat-rigged Finn.

Melges also gave the young Tiburon sailor some advice on how to win one of sailing's top prizes. "You have to have the desire to be the best," reports Russ, "and you have to know what it takes to get there. Then you have to go out and do it."

Berkeley's Louie Nady has been going out and doing it in a Finn longer than anyone on the Bay. The 42-year old chemical engineer bought his first boat in 1964. In the early 1970's his training partnership with Oakland's Ed Bennett resulted in their 1-2 finish at the 1972 Olympic Trials and a trip to Kiel, West Germany, where Louie served as alternate on the U.S. team. Since then he has continued to plug away, sailing up and down the Berkeley Pier for hours on end in pursuit of better boathandling and more speed. Known for his ability to excel in light airs, he can also hold his own in a breeze, and he has twice finished in the top five at the prestigious Gold Cup, the Finn world championship.

While no longer in the vanguard of the U.S. Finn fleet, Louie nevertheless remains competitive. Given a few breaks in the Trials,

he could even pose a serious threat. In a regatta where only first place counts — each of the seven Olympic classes has only one representative per country — the psychological pressures of the favorites will be intense. A sailor like Louie Nady has seen it all, and that experience might be his most valuable

the credentials to be the American representatives, however. Madrigali, 27, is a proven world class skipper with a fourth in the 1976 Laser Worlds, first in the 1981 Moore 24 Nationals and he was tactician on Larry Harvey's *Brooke Ann*, winner of last year's Keefe-Kilborn division in the Big Boat Series. Barton, 37, is one of the world's best headsail trimmers, having served on Dave Allen's famous *Imp*, and a longtime Soling and Etchells 22 campaigner. Steed, 45, is a veteran J-24 crew and a capable organizer, an invaluable asset in this type of long term campaign.

Madrigali and Barton were originally going to sail against Steed, who had been crewing the past year for Scott Easom. Outside considerations forced Easom to withdraw from the program, so the two teams decided to merge. With the support of over 100 members of the *Team Sausalito* syndicate, they feel confident they can meet their goal of \$20,000 by the time the May trials arrive. They'll be traveling to Florida for the United States Nationals in March, followed by the mid-April West Coast Soling eliminations.

At the trials themselves, the Bay Area team will run up against the likes of gold



From left to right, Bill Barton, Jeff Madrigali, and Dave Steed.

weapon when the crunch comes.

Soling Class

Jeff Madrigali and his *Team Sausalito* crew of Bill Barton and Dave Steed are dark horse candidates in the highly competitive United States Soling class. They do not lack

medal winner Buddy Melges, world champion Robbie Haines, Vince Brun, Dave Curtis, Dave Perry and Ed Baird. Madrigali realizes it won't be easy, but he sees all that competition as an advantage. "With such a strong fleet," he figures, "no one will run away with it. If you can stay in the hunt and maybe win the last race — Bingo! — you'd be there!"

— latitude 38 — svc

John: A lot of times I think it's easier to excel in a big fleet than in a smaller one because the more boats there are, the more basic your tactics should be. For instance, the starts. You need to start near the favored end, but you don't have to fight it out for the perfect start. You *have* to have clear air. That's very basic in every start. In a smaller fleet there are less people trying for the favored end and

Blackaller explained to me all the nuances of sailing in Europe.

sometimes you have to go for it. But if there are three or four other good guys you might get squeezed out.

You also have to be very fast off the line, especially for the first five or ten minutes of the race, and you have to get the first two shifts right. You don't have to get them perfect, but have to get 'em. From there you start sorting out the weather leg, getting yourself in the top ten percent and then you start whittling boats down. I always was very fast off the wind and I would often make up for what I didn't do on the first weather leg.

38: That's another question I want to ask. It's been said that if someone wants to beat you they had better have a huge lead at the weather mark.

John: [Laughter].

38: Why do you think that is? Have you concentrated on it or is it something you find more natural?

John: It's funny. Sailing downwind in a dinghy in planing condition, in marginal planing and surfing conditions, is very challenging. It's very subtle as far as how the waves and wind affect the boat. The Banshee was a very light boat and that's where I first started to learn how to get the boat up onto a plane and sustain it. The Laser was not as quick to respond. It was tougher to surf the boat in the marginal stuff because it was slightly undercanvassed. So coming from a boat that was very responsive I had to learn how to get the most out of a Laser. Then I went to the Finn, which was even worse than the Laser. It's a real slug.

I've learned techniques that are . . . you can't really see them. If you were to film me on a reach, I think I would look like everyone else. Within my own mind's eye, though, I feel each wave and the wind differently. I'm trying to analyze this right now because I'm back in the Finn and I seem to have retained my downwind speed. In fact I might be faster . . . [Laughter] . . . which is surprising.

I have three or four techniques of planing or surfing. They consist of different pumping movements, steering movements, weight movements and angles of the boat. So I have three or four different modes of how to catch a wave or how to plane. Every time I get to a wave it seems like my computer analyzes how the boat feels, how the pressure is on the mainsheet, how the pressure is on the helm, and then I react with the proper mode. In the Finn, because it's such a marginal surfing boat you have to do it right. You can't guess wrong.

For instance, one mode is to pump as hard as you can. Another is not to pump, but to rock slightly. Or you can heel it to weather and maintain that heel or to heel it to leeward and scull a little bit.

38: All of this is within the bounds of the rules, of course.

John: Of course. My technique probably looks more legal than

anyone else's because I'm not extreme as far as pumping and rocking. And it's fun.

38: I'm sure it's more fun than sailing upwind in a Finn.

John: Yeah! [Laughter]. No doubt! So . . . I don't know what the question was at the beginning of all that, but it sure was fun answering it.

38: Okay, let's try another one. One thing I've noticed is that when you screw up you don't panic. At the Gold Cup in Mexico there were times I remember when you rounded in the cheap seats division . . .

John: [Laughter].

38: But you always came back. Is that just a matter of experience and confidence in knowing that you're faster than most of the people out there?

John: That's probably where it came from. I have confidence that I can catch boats in front of me and that I can do a little better. It's also realizing that losing your cool is not going to change the situation. In fact, I've gotten pissed off enough times to realize that it hinders any chance of coming back at all. I know a lot of sailors use the technique of saying, "Okay, the race starts here." No matter where you are, the race starts here and you continue on.

At the 1977 Laser Worlds in Brazil I rounded the first weather mark in 48th place out of 105 boats. I ended up winning the race. And I mean I was back a good half a leg. There was a major wind shift on the second beat that brought me back to the top, but I had worked my way up to about 17th or 16th place. The shift probably brought me back into fourth or third and then I just ground my way through. That race was typical of keeping your cool. At the weather mark never did I question why I was in 48th place. It was just stick your head down and keep pushing. Races like that help when you're back in the pack.

38: At what point did you decide that this was going to be . . . don't take this wrong . . . your life's work, in other words, to excel and see how far you could go?

By the end of the conversation,
I was twenty feet off
the ground!

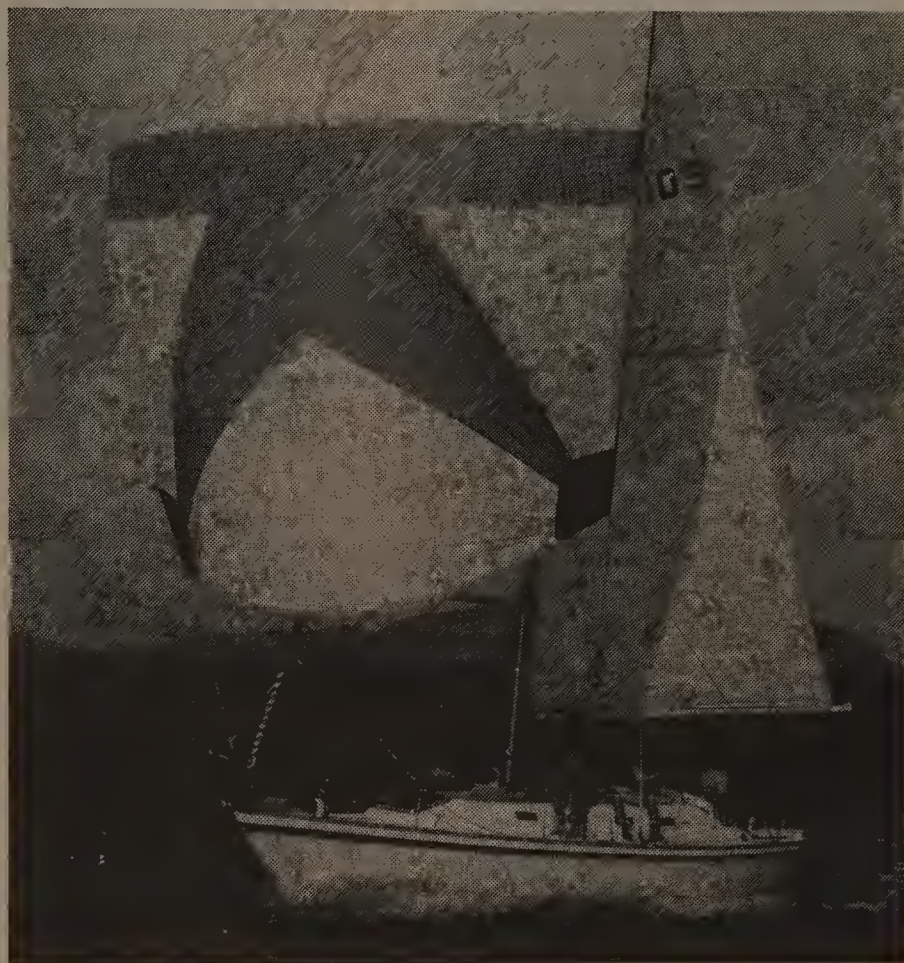
John: I think after the Worlds in 1976. I was disappointed in the sense that I thought in order to be a world champion you had to be perfect. At that point, since I was world champion, I wanted to see how far I could take that perfection, or how far ahead I could get if I was more perfect. With that goal in mind I talked with my coach Bill Monti and decided to tackle the Olympics. Bill and I made the statement, "Let's see if I can become — or we can become — a "master" sailor." At that point it was a conscious decision that I was going to devote a lot of time to sailing. I didn't really see the future as it has come about, that I would be 28 years old and still full time sailing and racing. I just didn't know what was beyond my next regatta.

Next month we'll talk to John about his current Olympic campaign, his experiences in the recent America's Cup campaign where he served as tactician aboard Courageous, and also his feelings about competing at a professional level in an amateur sport.

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GIVING YOU MORE SINCE '74: INSTRUCTION/SAILING CLUB/VACATIONS/YACHT SALES AND SERVICE

Both IORDA and IOR divisions operate under the YRA with the former racing in the Bay and the latter in the ocean. The IORDA acronym has been around so long that many racers don't even know what it stands for. International Ocean Racing, they say? Nope — it's the International Offshore Rule Division Association.

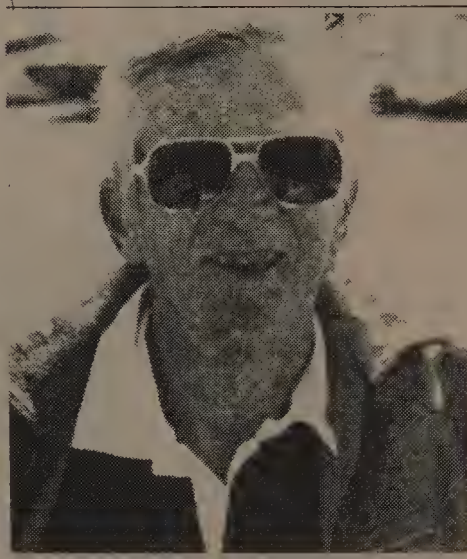
The IOR groups have been around since the late 1960's. Prior to that time, the group operated under the CCA (Cruising Club of America) rule. Approximately 70 boats race in two groups. IOR is separated into two divisions, sometimes four, and trying to keep up with it is not easy.

Ocean racing is for those who like open spaces and longer legs. IORDA is more hectic and competitive, requiring more effective crew work to do well. Both the Grand Prix and the low key compete against each other here — the 40 thousand dollar 35-ft boat and the 400 thousand dollar 40-footer are racing under the same rule.

In IORDA boats are split in five divisions. Division A, for ratings of 34.0 and up have included the Davidson 45 *Confrontation*, and the 55-ft *Bullfrog*. Boats rating 30.5 to 33.9 in Division B include *Chimo*, a Nelson/Marek 41, and the Peterson 40, *Leading Lady*, among many others. Division C with *Impetuous*, a C&C 40 and the Peterson 39 *Salt Shaker*, rates 26.5 to 30.4. Division D is for those rating 23 to 26.4 with the X-102 *Abracadabra*, the Wylie 34 *Leading Edge*, and Division E with the Mull 1/2 ton *Tequila Sunrise* and Schumacher 1/4 ton *Summertime Dream* has boats rating 18 to 22.9.

Myron Erickson is the new IORDA chairman. For questions regarding IOR and IORDA call the YRA office at (415) 777-9500.

DIVISION A "Confrontation" Davidson 45



**DAVE FLADLIEN
SAN FRANCISCO YC**

Confrontation, or *Connie* as she is called by crew and those who know her, took the Division A title this year in the Bay. Though opposition was scarce, the fractional-rigged Davidson 45 was sailed well by her 15-member crew.

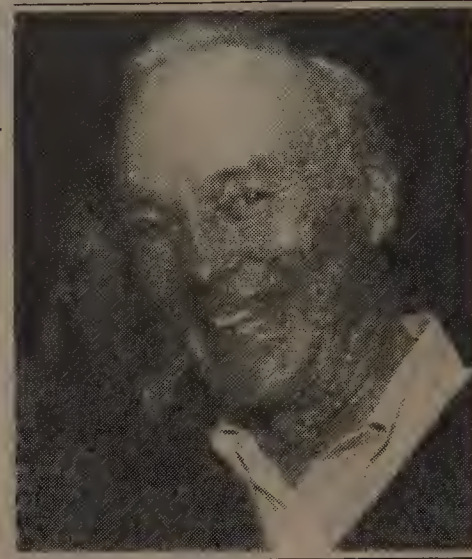
Owner Dave Fladlien raced with his wife Chris, son Dave Jr., Wayne Kipp, Bob Daniels, Dave Miller, Doug Miller, Craig Nutter, Kurtis Nelson, Roger Barnes, Kevin Rockstar, Will Driscoll, Hugo Slevin, Dave Shultz, and Mike Arraji.

Dave, president of a micro-measurement computer company in the Silicon Valley, bought the boat, then called *Shockwave*, in 1981. After one-and-a-half feet were removed from her stern to better the IOR rating, she was renamed *Confrontation*.

Dave started sailing on the Mississippi River and competed in the 1960 Olympic trials in a Flying Dutchman. He owned a Swan 41 he raced on the Bay before buying the Davidson 45. *Confrontation* has raced the Big Boat Series, Long Beach Race Week and went to Hawaii for the Clipper Cup in 1982.

Dave is racing the boat in the Golden Gate midwinters and will compete in the Los Angeles midwinters in February. Stone Cup, Long Beach Race Week and the Big Boat Series are also in next year's plans.

DIVISION B "Chimo" Nelson/Marek 41



**CHUCK WINTON
SAN FRANCISCO YC**

After dominating the Islander 36 one design class for several years, Chuck Winton did what he said he'd never do — go into IOR. He figured he'd give it a shot while he was doing so well racing on the Bay.

His new boat, also named *Chimo*, is a Nelson/Marek 41 and just a year old. The Indian name means "be my friend".

Chuck, who's commodore of the San Francisco YC, brought along his Islander 36 crew and added quite a few more to do the IORDA series, a Mexico race, and the Big Boat Series. His regulars included Jerry Rumsey, Jack McLean, Duncan Kelso, Allen Klingen, Bruce Davenport, Jim Davies, Oliver Davoren, Radar Felton, Steve Jesberg, Willie Stiggleboaut and Tom Gage.

Chuck says Bill Twist's *Salute* and Roger Hall's *Wing's* were the toughest among the twelve boat competition in the Bay Series.

Chimo is now racing the Golden Gate Midwinters and has continued her winning style with two firsts so far.

The coming year's plans include doing the Bay Series again, a few ocean races, Long Beach Race Week, and possibly another race to Mexico.

SEASON CHAMPIONS

DIVISION C "Salt Shaker" Peterson 39



**LEE TOMPKINS
OAKLAND YC**

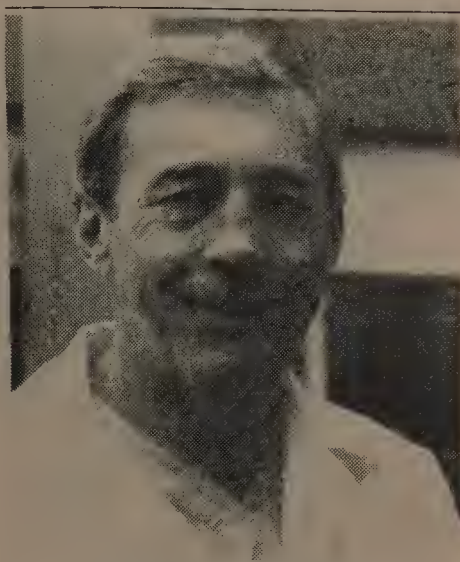
Lee says he doesn't feel right about winning this IORDA division since the cut-off point differed from his normal standing. Usually in the class with *Flasher*, *High Risk*, and *Damn Near*, *Salt Shaker* was put in a lower division which Lee feels wasn't fair to the other boats that raced competitively in the class. He's sure Tom Adams on *Sure Fire*, who finished second in C Division, would agree with him.

Lee started racing four years ago in PHRO on *Cheoy Lee*. This is the second year he's had *Salt Shaker*, a Peterson 39, which he's raced in the Bay series, Long Beach Race Week, and the Big Boat Series.

"We got all the kinks out of it the first year," Lee says, and this year *Salt Shaker* did not break a thing. The boat uses a large crew and consists of Jim Mahaney, Herb Hofendahl, Jim Stockholm, Judy Sharf, Frank Beering, Delores Brode, Pam Eldridge, Stan Kintz, Ralf Morgan, Kame Richards, Jim Jessie, and Rob McGoon.

Lee, who owns an auto wrecking yard, is racing midwinters on other boats while trying to sell his boat. If he still has *Salt Shaker* in March, he'll race Richmond YC's Big Daddy race and go on from there.

DIVISION D "Abracadabra" X-102



**DENNIS SURTEES
ST. FRANCIS YC**

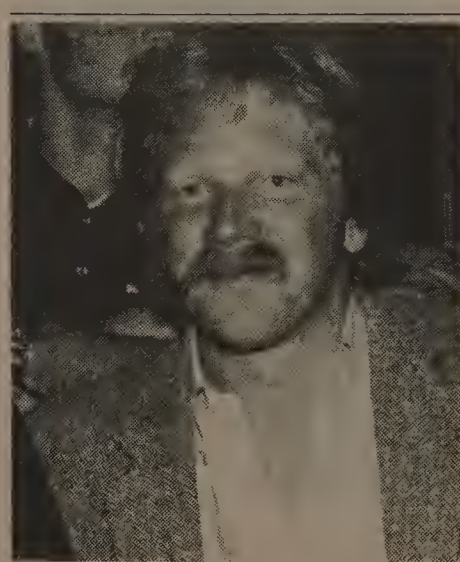
This was Dennis' first season racing his X-102 from Denmark, and he couldn't have wished for better success. *Abracadabra* not only took the championship in IORDA D Division, but won the Lightship race. He was pretty surprised about that because it was his first ocean race, and the first time ever out of the Gate!

Dennis, a former World class 505 sailor, has five daughters whose names all begin with an A. *Abracadabra* was the only name he could find with five A's in it. He wasn't aware of the Steve Miller song by the same name until later — but found it appropriate to play on the boat.

Dennis' crew included Jay Kunch, Tom Montoya, Glenn Miller, Lee Fulton, Doug Olander, Greg Gump and "a bunch of others". Although the competition was tough among all the boats in the division, *Wind Warrior* was the closest to beating *Abracadabra*.

Dennis is interested in bringing enough X-102's to the Bay for a One Design class and is "astonished" that he hasn't had any response to selling his boat. "She's a great Bay boat that goes to weather, beats and runs extremely well," he says. "Maybe we're just winning too much."

DIVISION E "Summertime Dream" Schumacher 1/4 Ton



**ROB MOORE
SAUSALITO YC**

Rob would like to see more boats racing in the IORDA division. *Tequila Sunrise* provided competition for the quarter ton championship winner who won MORA's IOR division this year as well.

Chris Corlett, Scott Easom, and Carl Schumacher came out for some of the IORDA races along with Rob's crew of Jack Adam, Jim Bateman, Denny Gruidl, Grant Baldwin, Jim Gregory, Jon Ballard, and Nowell Wilson.

Summertime Dream has won its division all three years it's gone out. Rob enjoys the variety of sailing conditions on the Bay and finds the shorter courses a nice change from the longer ocean races. "We use IORDA as time for tune up and trying different things," says Rob, who works for a computer leasing company in San Francisco. He says *Summertime Dream* is designed for 18 knot Bay chop and does nicely in those conditions.

He's hoping to sell the boat and move on to a larger Schumacher design, but he'll wait until spring to see what happens.

The Performance Handicap Racing Fleet in the Ocean (PHRO) was started by Hal Nelson and formed as the ocean group of HDA about seven years ago. Races start in April and continue through October. Boats in PHRO are 30 foot and over and include such big boats as the 44-ft *Salty Tiger*. PHRO averaged about thirty entrants each race this year.

Ray Sieker, this year's season champion and also secretary/treasurer of the organization wants to encourage more boats to come out and join the very competitive group.

Call Ray at (415) 592-4280 for further information.

Singlehanded sailors will be able to choose two levels of involvement next season through the merging of the Singlehanded Sailing Society (SSS) and the Association of Singlehanders (ASH). There will be 13 singlehanded events starting with the Singlehanded Sailing Society's Three Bridges Race on January 22 and ending with the Half Moon Bay race in October.

Frank Dinsmore, president of the Association of Singlehanders, figures that for slightly more than the cost of a pair of spinnaker sheets a sailor can participate in 19 days of racing covering approximately 604 miles. Interested singlehanders can contact Frank Dinsmore at (916) 962-3669.

The Santana 35 class has been racing under OYRA for three seasons. Founded by Chris Corlett, the one-design class races in the ocean and on the Bay. The nine-race Bay series starts with the Vallejo race in April. The eight ocean races follow the same schedule as MORA. Thirteen boats were entered in the ocean races this year and 20 in the Bay.

For more information on the group call Chris Corlett at (415) 521-7030.

IOR I "Scaramouche" Tanton Two Ton



**ROLF CROKER
SAN FRANCISCO YC**

Rolf won the IOR division in 1977, 1980 and 1982 and came back to take the title this year. *Scaramouche*, a Tanton Two Ton, was built to go to SORC and raced on the east coast and in Bermuda before Rolf brought the boat to the Bay four years ago.

Rolf says his crew was a consistent one that knew the boat well which helped edge out strong competition such as *Wolf Pack*, *Mirage*, *Racy*, and *Monique*. Onboard *Scaramouche* was Mel McCormack, Joe Cronin, Frank Martin, Wendy Miller, Mark Dowdy, Lynn Dowdy, Ron Witzel, Scott Hamilton, Don Nelson, Julie Croker, and Ron Urmini.

He's raced the boat in the Manzanillo and Mazatlan races, finishing third in class and did the TransPac in 1981. He feels the boat is a little heavy for a TransPac — it gets up to hull speed fine, but doesn't go much faster. If Rolf had his wish, he'd like to have a Santa Cruz 50. He's looking at a ULDB type, with the Express 37 foremost in his mind as his next boat. *Scaramouche* has been donated to UC Irvine for use in their sailing program with Stanford.

IOR II "Wind Warrior" Peterson 34



**ANDY McCAFFERTY (top)
STEVE COLEN (bottom)
COYOTE POINT YC**

Andy and Steve used to race against each other in HDA when they both owned Ericson 29's. Now, as partners, they've sailed five IOR seasons and won last year in the Bay division on their Peterson 34.

Andy, an engineer in the Silicon Valley, has been racing for eight years and shares the driving of *Wind Warrior* with Steve, who is at the wheel on reaches and downwind runs. Andy feels that improved crew work, taking racing seriously, and replacing some of the five-year old inventory all helped in coming out ahead.

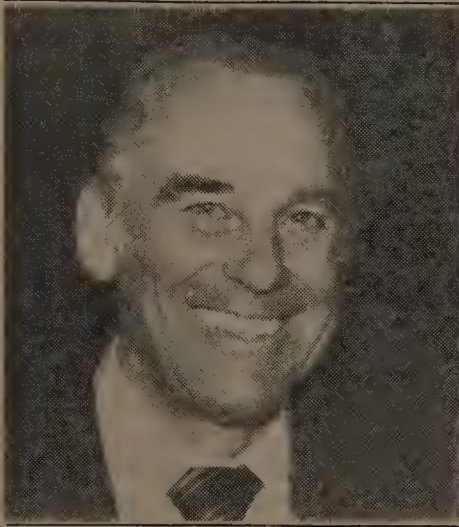
Pegasus, *Abracadabra*, and *Killer Duck* were among the competitive boats in the fleet. It was the last leg that made the difference for *Wind Warrior*. *Killer Duck* was leading the Half Moon Bay race, and it wasn't until they were between the Bridge and the St. Francis finish that *Wind Warrior* took the lead.

Crew members Marcia McCafferty, Chuck Johnson, Terry Gatos, Ralph Kirberge, Craig Leverault, Bill Schwager and Roger Roe have been regulars on the boat, some sailing with Andy and Steve for over three years.

"Consistency is the key," says Steve who admitted it took time in the beginning to arrive at the harmony the crew and boat now seem to have.

SEASON CHAMPIONS

PHRO
"Mist II"
Columbia 36



RAY SIEKER
COYOTE POINT YC

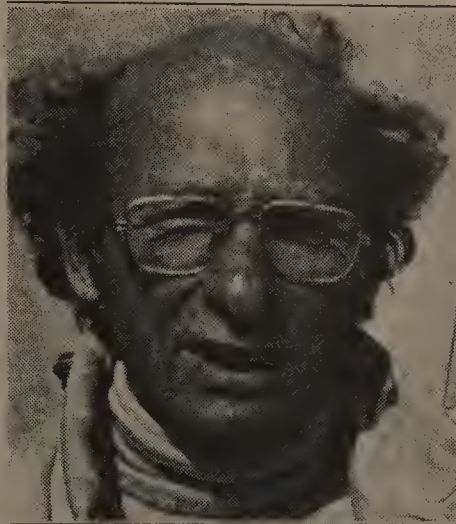
Ray, a jovial machine shop sales manager in Belmont, learned to sail on his Columbia 36 which he's had since 1968. He's learned a lot, taking the season championship a number of times. He says *Mist II* is "an old tub", but the record shows it's a fast tub.

Ray's crew is a regular one with some members having been on the boat for as long as eight to ten years. They include: Mike Satterlund, Mike McIntyre, Nancy Hine, Don Inouye, Ken Inouye, Linda Brandon, and Jim Baumgartner. Apparently this group yells a lot — their leader has "a developed set of lungs", according to one crew member.

There were some tough boats up against *Mist II* this year such as the Derecktor 44 *Salty Tiger*, the 1/2 tonner *Oooh No* and the Dasher *Neja*. Ray would like to see more boats come out and race next season.

Ray seldom cruises in his boat, but rarely misses a chance to race. For a change of pace he's crewing on a Flying Dutchman in the Richmond YC small boat midwinters.

ASH
"Francis Who?"
Olson 30



FRANK DINSMORE
SAUSALITO YC

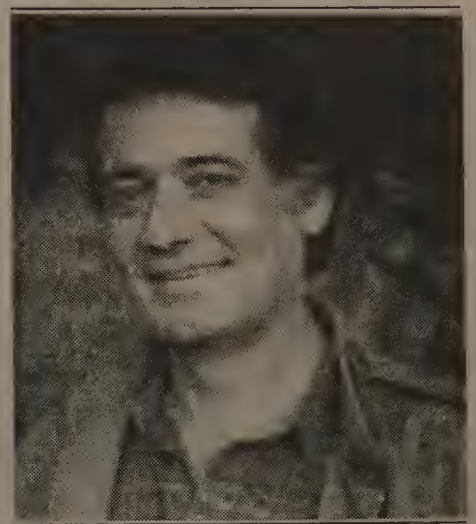
Frank has been racing with the Association of Singlehanders (ASH) since 1980 and has competed in the past two Singlehanded TransPacs. He found from his years at singlehanded that it's a growing experience because "you learn to rely on yourself, not your gear. You become a different person," he says.

Frank, a geographer/cartographer in Sacramento, was far away from the Bay when he named his Olson 30 *Francis Who?* In the back of Westminster Cathedral in England he found a monument to Sir Francis Drake. It occurred to him there were several other famous sailors by the same first name, including singlehanders Francis Stokes and the legendary Sir Francis Chichester. "There are a bunch of us now," says Frank.

Frank raced in this past year's Nimitz race on the Bay, his first crewed sailing contest in three years. "We couldn't get to the start on time," says Frank. "It's an entirely different sport. I'd rather do it by myself."

Currently Frank is getting prepared for the 1984 TransPac and appeared as a guest panelist at the first Singlehanded Sailing Society's TransPac Seminar to offer advice and encouragement to others who want to race alone.

S - 35
"Wide Load"
Santana 35



SAMUEL BONOVICH
METROPOLITAN YC

The first thing hung on Samuel Bonovich's new Santana 35 was a sign with the trailer that said "Wide Load". There was debate on what to name the boat, but Sam said at that point it was already named.

The four-year old boat was Sam's choice after owning a Yankee 38 and racing IOR for seven years. He attributes his success in the Santana 35 fleet to his crew and the experience of ten years of ocean racing. Crew members Dick Pino, Dave Hecht, Rob Von Derre, Joe Bartlett, Mark Hemstead and Bill Hemstead have all been with him for two seasons or more.

Evan Dailey in *Fast Friends* was so evenly matched with *Wide Load* that in one race they had to ask the race committee who had finished first. *Take 5* was tough competition for Sam this year too.

When not sailing, Sam is busy with his restaurant, Whales Tail at Ballena Bay in Alameda. He was one of the first organizers of the Santana 35 class and finds the groups one of the best to race with.

PETS

For my husband and I the decision to take our year-old cat cruising was never complicated. We love him, he loves us. What could be simpler?

It's turned out that Spencer never complains even during the roughest weather; he

First they should seriously consider whether the pet — and they themselves — will truly be happy with this new life on the water

Include both flea powder and flea soap in the kit, the kind you get from your veterinarian. These may seem like trivial items, but fleas can cause worms, and worms can make your animal very sick. You should also carry — and use — worming tables in the event your pet does develop a case of worms from ingesting fleas.

For cats, which develop hair balls, a good wire brush is a necessity and should be used twice a week at the very least. Hair ball medication from your vet should also be carried in the event brushing does not prove sufficient.

Dogs should be groomed regularly, especially long-haired breeds. Sand-matted fur can cause dogs pain, and the mats may eventually have to be cut out, or in extreme cases shaved off.

Other items you might want to include in the first aid kit are: tranquilizers for rough weather, salve for cuts and scratches, anti-



simply falls asleep. He uses the head, so buying and carrying kitty litter proved to be no problem. He even switches from savory fresh lobster tails to canned sardines after threatening us with only a one-day starvation diet. We have been blessed, this we fully realize!

But we do know pet owners cruising that have not been as fortunate. One couple brought their 13-year-old Labrador with them and needed a babysitter whenever they wanted to go ashore where dogs weren't allowed. As are all pets, the dog was 'family' so they didn't want to leave her at home. The owners sacrificed a great deal to take their dog cruising, it truly being a case where love was blind. Although the couple never once shirked their responsibility to the animal, they would not bring her along had they to do it over.

Something often overlooked by us 'parents of pets' is that of having the proper medical supplies aboard for our pets. I recently learned of a sad story of a cat that developed complications on a crossing to Hawaii. Being far from land the owners were unable to do anything for their poor pet. It was a devastating experience as the animal eventually died. Those people loved their animal boundlessly, and I'm sure never anticipated the health problem of which there had been no history.

What can pet owners do to be better prepared when cruising with a pet onboard?

"Dalliance" heading south. In December she was anchored off La Paz.

together. Perhaps it would be better to leave the animal ashore with another loving, doting family. An important aspect of this is how well the dog or cat in question adapts to adverse weather conditions. Life can be miserable in Force 9 conditions having to hold on with one hand while cleaning up after a sick pet with the other. This not to mention the additional worry about your safety, the boat's safety, and your pet's safety.

Perhaps an even more serious consideration is whether or not the countries you plan to cruise will accept pets. Many cruisers I have met in the last year have had to curtail their cruises due to what they considered unpleasant restrictions that would have been imposed on their pets. New Zealand, for example, requires a \$1,000 bond for each pet and incinerates any that make it ashore. Other pet-owning cruisers simply changed their routes and decided to head for those countries that readily accept pets — with the proper paperwork, of course.

Having evaluated these potential difficulties and still deciding to take your pet along, the following are some of the things that I consider important for a safe, happy and well-adjusted cruising life for both the pet and pet owner.

1. Carry a first-aid kit for your animal. You carry one for yourself in the event you get sick, so have one for your animal, too.



biotics, and perhaps ophthalmic ointment for eye irritations which can be caused by blowing sand or dust. Quell for mange — which is very serious if untreated — is a must for all dogs that will meet other dogs in places such as Mexico.

Whatever you include in your pet's first-aid kit should be discussed with your veterinarian, as well as any potential common illnesses to certain breeds. Don't forget to ask the vet about vaccinations either.

2. Carry some sort of safety equipment for your pet. Heavy-duty harnesses made of nylon webbing may be purchased at most pet stores, and come in a variety of sizes for cats and dogs. A tether for it may be devised from some spare piece of line. Such a harness can mean the difference between losing your pet overboard for good, or being able to pull him or her back aboard.

However, be sure you remember to unleash your animal when taking a dinghy ashore in hazardous surf. If the dinghy flips a tethered animal can be trapped and possibly drown!

I am a firm believer in securing an animal below in rough weather, as one sudden lurch of the boat may send a frightened animal leaping up on deck — and possibly overboard with the next wave. Additionally, animals below deck can't get underfoot or stepped on and injured by the crew working on deck.

Some pet owners may want to consider buying their cat or dog a lifejacket. Many chandleries carry ones made specially for dogs; the smaller sizes can be used for many cats.

3. Be certain your pet has some way of

Spencer the cat, going for a fresh meal.

getting back aboard your boat if he or she falls overboard. A panic-stricken animal is more likely to stick by its 'home' rather than swim to shore which may only be a few hundred yards away.

A towel hung over the side works well for cats, as does fish netting or a thick piece of line knotted every several inches. A boarding ladder for dogs or even a swim platform would enable them to climb back aboard in such an emergency.

But please be sure to show your animal where the boarding device is, and do a few test runs with him/her. It may seem cruel to put a cat in the water, but it is even more inhumane to have one drown because it did not know how to get back aboard.

4. Take along a familiar piece of bedding or a toy that your pet is particularly fond of. If your pet doesn't have one, you might consider buying an old blanket from the local Salvation Army so that he or she can grow attached to it before you leave. Animals, like people, have 'security-blanket' type items, which can alleviate some of the trauma of a rocking and rolling boat. Spencer has his special blanket and a very soft, very furry pink duck named Robert. As incredible as it may sound, we've actually found him snuggled up to Robert during rough weather. I believe it reminds him of another cat — his mother? — and does help to keep him company.

5. Last but not least, give your animal lots of love and attention. There is nothing quite so disconcerting to a pet — never mind some people — as moving from one new anchorage to the next. Animals are territorial and can begin to feel insecure when they are constantly displaced. A reassuring pat or word takes only a minute. We may ask a lot from our animals, but they ask very little of us in comparison.

I have been asked many times if I would take Spencer along on other cruises, and I honestly don't know how to answer that. It would certainly depend on a great many things. But there is one thing I do know for sure; that there is an immense responsibility involved in cruising with a pet. So if you are contemplating this issue, give it a great deal of thought.

If you do decide to take your pet along, do so well prepared. Both you and your animal will benefit from it, and it will only add to the enjoyment of cruising with a very special family member!

— candy smith



BAY AREA MARINA SURVEY

In a unique display of cooperation between boaters and the people they rent berths from, the Berkeley Marina Neighborhood Association — a newly formed group of berthers at the Berkeley Marina — just completed a survey of Berkeley's berthers.

The Association — as well as Marina management — wanted to find out how berthers felt about the Marina's services and rates. The Marina supplied a list of all the berthers and the Association created a survey questionnaire, mailed it to all the berthers and then tabulated the results.

The results have been analyzed, and they're fascinating. With respect to rates, 53

were rated most highly were Office Staff and Patrol Staff. The lowest ratings were given to Parking Lots and Security.

One of the conclusions that the Marina Association came to was that for a Marina whose users feel that rates are pretty high, the ratings of most services provided are not much above average. The Marina — and the Waterfront Advisory Board — are taking a careful look at the study . . . and the associa-

marinas feel about theirs.

So *Latitude 38* is now expanding the survey. Please fill out the survey below, send it back in, and in the March issue we'll let all of our readers know how they rate their marinas (at least the ones in the Bay Area). And we'll print a comparison of berthers' ratings of the Bay's marinas.

This way the next time you think about changing marinas — or the next time your marina management begins to talk about raising rates — at least you'll have something in hand with which to make an evaluation.

BAY AREA BERTHERS SURVEY

Marina _____

Rate paid per foot _____

Length of time at this Marina _____

Berth rates in Marina are: (check one)

1 () Low 2 () Moderate 3 () High 4 () Excessive

Please rate your Marina with respect to the following areas:

	LOW				HIGH
1. Security	1 ()	2 ()	3 ()	4 ()	5 ()
2. Bathroom Facilities	1 ()	2 ()	3 ()	4 ()	5 ()
3. Bathroom Maintenance	1 ()	2 ()	3 ()	4 ()	5 ()
4. Dockside	1 ()	2 ()	3 ()	4 ()	5 ()
5. Parking Lot	1 ()	2 ()	3 ()	4 ()	5 ()
6. Office Staff	1 ()	2 ()	3 ()	4 ()	5 ()
7. Patrol Staff	1 ()	2 ()	3 ()	4 ()	5 ()

Are there any specific items which you would like to comment about in your marina, or any general comments about the marina which you would care to make:

percent of Berkeley's berthers feel that the rates they are paying are high while 28 percent of them feel that the rates are excessive. Only 19 percent of them feel that the rates are either low or moderate.

The areas in the Berkeley marina which

tion members hope that some of the problems they have seen at the Marina can be corrected. A major drawback of the survey, though, is that the boaters at Berkeley have no way of telling how they rate their marina compared to the way that people at other

Send the questionnaire to Marina Survey, c/o *Latitude 38*, P.O. Box 1678, Sausalito, CA 94966.

Deadline for the survey is February 15. Please get the questionnaires back in fast.

— **marty rabkin**



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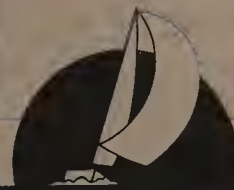


My Boat is (type) _____
Name _____
Address _____
City _____ Zip _____
Telephone (_____) _____

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SOUTH PACIFIC MILK RUN:

Contrary to the belief of some Americans, New Zealand is not connected to Australia by a bridge, nor is it governed by England or Australia. It's an independent, self-governing member of the British Commonwealth, with a present population of 3.1 million people.

Located in the Southwest Pacific, New Zealand is 1,200 miles east of Australia, and

charted and explored until after the arrival of the sealers, whalers, and traders, followed soon after by the first missionaries in 1814. The whalers and traders resented the missionaries, who tried to stop them from trading guns and whiskey to the Maoris.

The 'safe' season for making the passage to New Zealand is very short; mid-December to mid-November.

6,000 miles southwest of San Francisco. It spans 1,100 miles, from the balmy, subtropical north to the glaciers and cold southern latitudes of the "Roaring Forties".

The first inhabitants arrived from Polynesia around 500 AD, and lived an isolated, nomadic existence until about 1350, when, according to Maori legends, seven large double canoes arrived from Hawaiki to start a more substantial Polynesian migration. Hawaiki could have been Raiatea, Rarotonga, or the Marquesas, depending on which Maori legend or anthropologist you believe.

After one year on the Milk Run we've sailed all the way across the Pacific.



The first European explorer to arrive in New Zealand was the Dutchman, Abel Tasman, in 1642. But the country wasn't fully

Nonetheless the missionary settlement at Kerikeri in the Bay of Islands was to be the first substantial European settlement in New Zealand.

On February 5, 1840, at Waitangi, just seven miles from the settlement of Kerikeri, the Lieutenant-Governor of New Zealand, Captain William Hobson, read the Treaty of Waitangi, which was then signed by 45 of the chiefs present that day, and by several hundred more chiefs in the months to come. The interpretation of this treaty is still a point of conflict today — the Maori interpretation was, "The shadow of the land goes to the Queen, the substance remains with us." Not everyone felt that was the correct meaning.

The first Maori warrior chief to sign the

Treaty of Waitangi was Hone Heke; he was also the first to break it some four years later. Hone was chief of the Ngapuhi tribe around Russell, and after being insulted by a former

slave-girl of his who was then living with a European store-owner, he raided the store, and carried off the girl. Furthermore he chopped down the flagpole on the hilltop above Russell which was used to signal ships.

The British responded by sending a frigate manned by 170 sailors and officers and two cannons. About that time Hone met with the United States Consul in Russell, who mentioned that the U.S. was also fighting the British. Spurred on by this news, Hone cut down the flagpole again, hoisted an American flag on his canoe, and paddled around the bay singing Maori war chants. He went on to cut down two more replacement flagpoles, and the situation escalated to war. The British brought in over 1,100 soldiers and suffered heavy losses. The Lieutenant-Governor established a reward for Hone's head, and soon after Hone declared an equal reward for the head of the Governor.

Polynesian people have always had a great sense of sport and humor, and their

THE PASSAGE TO NEW ZEALAND



JOHN NEAL

winds since they are further west. The Cook Islands are too far east, and would require weeks of bashing to windward.

This passage is usually by far the roughest in the Milk Run. It compares with the Gulf of Alaska and coasts of Washington and Oregon in nastiness. You should anticipate that you'll get clobbered at least once! Low pressure areas which originate in the Coral Sea or around Tasmania, dominate the weather scene. They moved eastward, sometimes as fast as 25 knots. The high pressure cells — or anti-cyclones — are unstable and dissipate rapidly. There are different weather systems at different altitudes, so occasionally a low will drop down to the surface, seemingly out of nowhere.

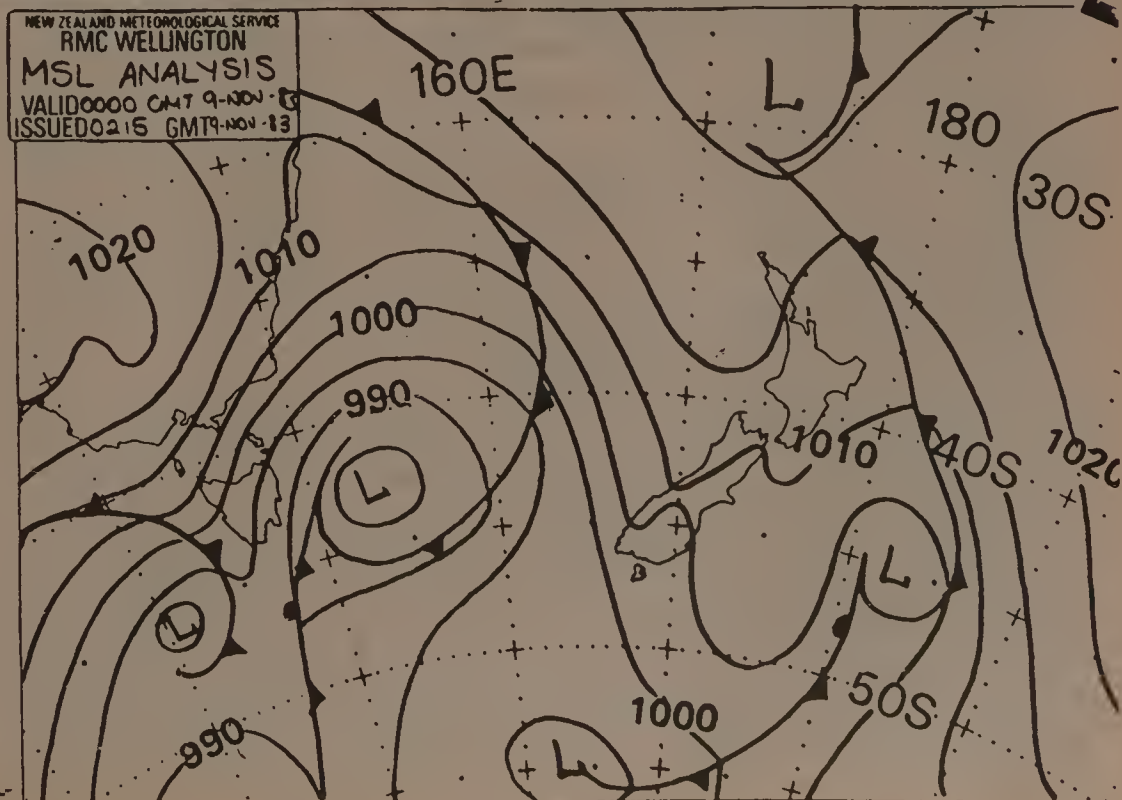
The best time to leave Tonga or Fiji is when the weather is lousy in New Zealand and when a low or front has just passed where you are. The weather systems usually change every two to seven days. When you're getting ready to depart for New Zealand, keep an eye on the lows in the vicinity of New Caledonia and the Coral Sea, as they can rapidly generate into tropical storms even during the best months of the year. The tropical storms often form around 10°S, 160°E — north of Fiji and New Caledonia — and move south-southwest until they hit 20°S, before moving southeast. The wind rotation around the lows in the southern hemisphere is clockwise, and around the highs — or anti-cyclones — is counter clockwise.

As this weather analysis shows, it can be rough going on the way to New Zealand.

"Thar it tis!"

battles were often a type of game. Hone, for example, purposely let food and supplies get through to the British soldiers so they would be able to fight well. The final battle was partially avoided because the British struck when the Maoris were conducting their church services on a Sunday afternoon. In the end, Hone was pardoned and the warriors were sent home without punishment.

Sailing to New Zealand is a bigger challenge than most sailors realize, but it's also an unusually rewarding. Most of the year gales and tropical storms cross the sailing routes to New Zealand. The 'safe' season for passages to New Zealand is very short, from mid-October to mid-November. The best place of departure is Tonga, as it is both the closest and farthest upwind. Boats also depart from Fiji, but usually encounter more head-



SOUTH PACIFIC MILK RUN:

LOCAL MARINE WEATHER BULLETINS TROPICAL SOUTHWEST PACIFIC

The Fiji Meteorological Service issues regular weather bulletins (including Gale, Storm, or Hurricane warnings as necessary) for local waters of island groups as follows:

Fiji Group

Suva Radio 3DP—Radiotelephony 4372.9, 6215.5, 8746.8 kHz; 0003, 0403, 0803, 2003 GMT. (Warnings also on receipt and hourly at 3 minutes past each hour).

Radiotelegraphy 518 kHz (after call on 500 kHz), 0005, and 0830 GMT. (Storm and hurricane warnings also on receipt and hourly at 18 minutes past each hour).

Fiji Group and Rotuma

	Radio Fiji	Suva	Lautoka	Labasa	Sigatoka	Rakiraki
Service 1 kHz	...	558	639	684	1206	1323
Service 2 kHz	...	711	891	810	927	1467
Service 3 kHz	...	90.6				

In English—2056 GMT (services 2 and 3); 0142 (1 and 3), 0503 (1 and 3), 0943 (1 and 3, Monday, Wednesday, Saturday; 2 and 3 Tuesday, Thursday, Friday). (In addition warnings are broadcast on receipt, and hurricane warnings are broadcast hourly at 30 minutes past each hour).

SCHEDULED MARINE WEATHER BROADCASTS

(radiotelephone) by stations of the New Zealand Post Office are as follows:

Contents of Broadcast	Stations, Frequencies, and Times			
	Awarua ZLB 2423	Wellington ZLW 2153	Auckland ZLD 2207 4419.4	Chatham Is. ZLC 2104
WARNINGS: Wind force 8 to 12 in the area within 300 miles of the New Zealand and Chatham Island coasts: or "warning nil". SITUATION and COASTAL FORECASTS (18 hours) out to about 30 miles (50 km) from the New Zealand coastline (see map page 6) outlook for further 18 hours. This bulletin is also broadcast at 0500 in the all night programme of Radio New Zealand. ^{1,3}	0503	0518	0533	..
REPORTS from coastal stations (lighthouses, etc.)	0720	0735	0740	..
WARNINGS, SITUATION, and COASTAL FORECASTS (as at 0503, etc.) ¹	0848	0903	0918	..
WARNINGS affecting waters between Chatham Islands and New Zealand. SITUATION and FORECAST for CHATHAM ISLANDS out to about 60 miles (100 km) from Chatham Islands.	0940	1003	..	0950
WARNINGS, SITUATION, and COASTAL FORECASTS (as at 0503, etc.)	1103 ²	1118	1133 ²	..
REPORTS from coastal stations (lighthouses, etc.)	1325	1335	1340	..
WARNINGS, SITUATION, and COASTAL FORECASTS (as at 0503, etc.) ¹	1703 ²	1718	1733 ²	..
WARNINGS affecting waters between Chatham Islands and New Zealand. SITUATION and FORECAST for CHATHAM ISLANDS out to about 60 miles (100 km) from Chatham Islands.	1550
REPORTS from coastal stations (lighthouses, etc.)	1925	1935	1940	..
WARNINGS affecting waters between Chatham Islands and New Zealand. SITUATION and FORECAST for CHATHAM ISLANDS out to about 60 miles (100 km) from Chatham Islands.	2140	2203	..	2150
WARNINGS: 15° S–40° S, 160° E–170° W. SITUATION and FORECASTS: 25° S–40° S, 160° E–170° W.	2218 ²	..
WARNINGS, SITUATION, and COASTAL FORECASTS (as at 0503, etc.)	2303	2318	2333	..

When you leave Tonga or Fiji, you'll probably have some bumpy sailing, plowing to windward into the southeast Trades. As you sail further south — to 25°S, and occasionally as far south as 32°S — you lose the trades and enter an area of calms, squalls, and variable winds. When you do, turn your engine on, and as long as you have the fuel never let the boat speed drop below four knots. This isn't a pleasure passage, and you want to minimize the time spent exposed to the volatile weather patterns of the region.

Often cruisers on their way to New Zealand have let their boat, sails, and equipment run down. They've been out on the Milk Run over a year, and are planning on refitting in New Zealand. But lack of conscientious maintenance can lead to dangerous consequences. There has been more than one yacht lost while trying to claw off a lee shore along the northern coast with torn sails and an inoperable engine. So take a tip from the old square-riggers and save your best sails for your roughest passage. If you have a spare new mainsail, this is the time to bend it on. Further make sure that all of your sails — including your storm trysail and storm jib — are in the best possible repair before departing.

In this part of the Pacific the weather varies greatly from year to year. There were many tropical storms in 1982, as many as five at a time. Naturally there were some very rough passages to New Zealand. Of the boats that have arrived so far in 1983, most had extremely fast passages of 7-12 days, with strong northwest winds and little or no headwinds. The situation will probably be different again in 1984!

On this trip more than on any other passage, a ham radio is almost essential. There are several dedicated ham operators in New Zealand, Australia, and on Norfolk Island who for many years made a point of giving yachts accurate weather information — often more accurate than from the weather broadcasts. Several times they have also instigated searches for yachts that were lost on this passage. The most common net for weather and passage information is "Tony's Net", run by Tony Babich, ZL1ATE, of Auckland at 2100 GMT — 14,315. Yachties with all-band receivers can listen to this net even though they can't check in.

It is important to copy the weather at least once a day before and during this passage.

THE PASSAGE TO NEW ZEALAND

Plot it with a grease pencil on a clear sheet of plastic laid over your chart. An accompanying table lists the frequencies where you can receive weather information. A more complete listing of weather broadcasts for the South Pacific is found in the new publication, *Selected Worldwide Marine Weather Broadcasts*, published by the U.S. Department of Commerce. Of course, the ultimate, in terms of weather information, is to have a weather facsimile printer onboard, as there is a new weatherfax transmitter in Auckland. (Transmitters in Sydney and Honolulu also give you the most up-to-date information available).

About 500 miles south of Tonga, and slightly to the east of a direct sailing route to New Zealand, lie the Kermadec Islands, a New Zealand dependency. The largest of the Kermadecs is Raoul Island, where New Zealand maintains a weather station. It's staffed by eight men who spend up to a year at a time on the small rocky island. They love to have yachties stop by and visit; however, the anchorage is dangerous much of the time and has claimed several yachts. The cliffs are so steep that it's necessary to be hoisted in a basket from the water to the landing. I don't recommend that you stop at the Kermadecs — you'll want to complete this passage just as fast as possible.

When approaching North Cape — the northeast tip of New Zealand — it is important to stay at least 80 miles east of the coastline. The strong currents and winds along the northeastern coast have driven ships and yachts ashore. And, there are no safe all-weather harbors or anchorages until you reach the Bay of Islands, 75 miles southeast of North Cape. The seas off this coast can be incredible and gales of 70 knots or more occur every year, even in the middle of summer. The old saying, "When in doubt, stay out", should be remembered along this stretch of coastline.

Overcast weather, preventing celestial navigation, may occur as you near land. If this happens — and also to double check your celestial navigation in good weather — you'll want to take advantage of the good areobeacons along the northeast coast. They are listed in an accompanying chart.

Something else important to note is that the Cape Brett light characteristics have been recently changed from two flashes every 30 seconds, to one flash every three seconds.

WARNINGS

A. Stations of the New Zealand Post Office - Radiotelegraphy

1. Gale, storm and hurricane warnings affecting the Southwest Pacific from 25°S to 50°S, 160°E to 140°W are broadcast on receipt from the Meteorological Service, and at the end of the first silence period which follows their receipt, as well as at the next scheduled navigation warning broadcast time.

These broadcasts of warnings are made by —

ZLW Wellington Radio	on	417.5 kHz
ZLD Auckland Radio	on	487.5 kHz
ZLB Awarua Radio	on	515 kHz

after calling on 500 kHz

2. Gale, storm and hurricane warnings for the area from the equator to 50°S, 160°E to 140°W are broadcast at the scheduled times listed below.

B. Stations of the Fiji Ports and Telecommunications Department - Radiotelegraphy

1. Gale, storm and hurricane warnings for the area from the equator to 25°S, 160°E to 140°W are broadcast on receipt from the Meteorological Service and are repeated at 18 minutes after each hour as long as a warning remains in force.

They are broadcast by 3DP Suva Radio on 518 kHz after calling on 500 kHz.

2. Warnings in force, or the statement "Warning Nil", are also broadcast by 3DP at the scheduled times 0005 GMT and 0830 GMT.

3. Tropical warnings, situations and forecasts are also broadcast on ZLZ and ZLX Wellington/Himitia Radio.

MARINE WEATHER BROADCASTS: OCFANIC

Wellington/Himitangi - Radiotelegraph

Contents of Broadcast	Time		Call Signs and Frequencies (kHz)
	NZST	GMT	
WARNINGS: Wind force 8 to 12, SW Pacific; Equator-50°S, 160°E-140°W.	0200	1400	ZLZ20 : 5915
ANALYSIS: 20°S-55°S, 140°E-140°W: IAC Fleet Code.	0600	1800	
WARNINGS, SITUATION AND COASTAL FORECASTS: (12 hrs) out to about 30 miles from New Zealand coastline, outlook for further 12 hrs	0805	2005	
WARNINGS: Equator-50°S, 160°E-140°W; Situation and Forecasts (24 hours): 25°S-55°S 150°E-140°W divided into areas: Tasman, Northern and Southern (see map); and reports in code from ships and land stations in temperate latitudes.	0845	2045	ZLZ22 : 7600
WARNINGS, SITUATION AND FORECASTS (24 HOURS): Equator-25°S, 160°E-140°W; and reports in code from ships and land stations in tropical latitudes, followed by additional ship reports from temperate latitudes.	0920	2120	ZLX22 : 11130
WARNINGS: Equator-50°S, 160°E-140°W.	1400	0200	
ANALYSIS: 20°S-55°S, 140°E-140°W: IAC Fleet Code	1700	0500	
ANALYSIS: Equator-25°S, 155°E-140°W; IAC Fleet Code	1720	0520	ZLX37 : 14850
WARNINGS, Situation and Coastal Forecasts (12 hrs) out to about 30 miles from the New Zealand coastline, outlook for further 12 hrs	2005	0805	
WARNINGS: Equator-50°S, 160°E-140°W: Situation and Forecasts (24 hours) 25°S-55°S 150°E-140°W divided into areas Tasman, Northern and Southern (see map) and reports in code from ships and land stations in temperate latitudes.	2045	0845	
WARNINGS, Situation and Forecasts (24 hours): Equator 25°S and 160°E-140°W; and reports in code from ships and land stations in tropical latitudes.	2120	0920	ZLX31 : 19488

AREOBEACONS

Location	Frequency	Identifier	Coordinates
Kaitia	238 khz (350 mile range)	KT	35° 01' 48" S 174° 14' 32" E
Kerikeri (not to be confused with Cape Karikari to the northeast)	226 khz	KC	35° 15' 50" S 173° 54' 39" E
Whangarei	386 khz	WR	35° 50' 11" S 174° 27' 22" E
Whenuapi (upper Auckland harbor)	206 khz	WP	36° 49' 32" S 174° 34' 32" E

MARINE BEACONS

Moku Hinai Islands (offshore in the Hauraki Gulf, good for cross-bearing)	294 khz	MU	35° 54' 18" S 175° 06' 54" E
--	---------	----	---------------------------------

SOUTH PACIFIC MILK RUN:

This is the strongest and most important light in the Bay of Islands area. As with any new landfall, it is wise to stand off until daylight before trying to find your way in.

The most northern Port of Entry for New Zealand is Opuā, in the Bay of Islands. About 60 percent of all the foreign yachts arriving in New Zealand check in here. The sequence of events for an easy arrival are: hoist your "Q" flag when you are still 50

yachts have been seized to date. If you pick up crew in Fiji or Tonga for the passage to New Zealand, you must explain to them that even one joint means they go to jail on arrival. You as skipper are responsible and liable for them.

But since you're not carrying dope, you don't have anything to worry about, and the

If your pet makes it ashore
you lose the \$1,000 and the
pet is incinerated.

miles out, and if you have a ham radio, ask one of the people running the nets to relay your rough ETA and Port of Entry to the nearest Customs office. As soon as you're within VHF range, call either Russell, Auckland, or Whangarei Harbor Radio on VHF Channel 16, and ask them to relay a more accurate ETA as you get closer. This is a legal requirement for Agriculture — which will be notified by Customs. Lou Sabin, the Customs officer for Opuā, has asked me to stress how much easier it makes his job if he knows roughly what boat is arriving when. If, because of an emergency, you are forced to stop at any port north of Opuā, immediately call collect to the nearest customs office or local police and explain the situation.

Customs. Between November 1 and December 1, the Customs launch *Hawk* is permanently stationed in the Bay of Islands. They cruise around day and night, and may board you offshore with a dope-sniffing dog. If this happens you may have all your paperwork completed by the time you reach the dock. The launchmaster's name is Keith Caldwell, and he is both a delightful person and a skilled seaman. Recently I watched him skillfully maneuver alongside and tow into the Opuā wharf a 50-ft ketch that had lost its engine while sailing from Fiji.

The Kiwi Customs officers are among the most friendly and helpful in the world, but New Zealand does not like people bringing dope into their country. To do so is to risk confiscation of your boat or at least arrest. Nearly all boats entering the country in November and December are searched with the dope dog. This has resulted in the confiscation of three returning New Zealand yachts in recent years, although foreign

Customs guys will help you in finding where to moor, do your laundry, buy groceries, take showers, etc.

If you have guns onboard, they must be surrendered when you arrive. If you clear in at Opuā or Whangarei, the guns will be stored at the Arms Office in Whangarei. The guns are not stored well, and will get rusty unless they are well-oiled and in a waterproof case. Lou Sabin, the Opuā Customs officer says, "Tell them not to bother bringing guns unless they're going to the Western Pacific, as they just have to surrender them everywhere they go anyway." I agree completely. Guns just aren't necessary in this part of the world! If you're into hunting, you can apply for a sporting gun permit after you've arrived and surrendered your gun.

Agriculture. New Zealand's economy is heavily dependent on agriculture, and the country is free of many pests, and plant and animal diseases. For this reason, there are strict agricultural quarantine restrictions for yachts arriving from overseas. By law, an incoming vessel must notify the Ministry of Agriculture and Fisheries (MAF) by radio at least 12 hours in advance of arrival with an ETA and Port of Entry. Generally one call to Customs — either relayed by ham radio or VHF Harbor Radio — will result in MAF being notified of your arrival. If, in an emergency situation, you must put into a harbor north of Opuā, MAF will accept a collect call and travel north at no charge to clear you.

Why all the concern? Pets onboard can introduce new diseases like rabies. Meat and dairy products, and fruit and vegetables can introduce new viral diseases. Either could be devastating to the economy. When the Agriculture Quarantine officer arrives onboard,

he'll ask if the captain of the yacht to fill out the "Master's Certificate", listing all meat and animals onboard. If you have a pet, you'll be asked to fill out a "Boat Owners Bond" and place a bond of \$1,000 NZ for each animal onboard. You will then be given a paper detailing the agriculture restrictions. A brief outline of these restrictions follows:

1. The ship's captain is responsible for insuring that all requirements are complied with and that crew members are aware of restrictions.

2. Fruits, vegetables, and plant products must not be landed ashore, except through proper garbage disposal (incineration usually). Canned and frozen vegetables are okay, popcorn is not. Usually all fresh vegetables and fruit will be removed on arrival.

3. Potted plants may not be taken ashore.

4. Meat and animal products must not be taken ashore. The exceptions are factory canned meats from countries excepting South American, Africa and Asia (excluding Japan). Canned bacon and frozen meat is not allowed. Canned fish, excepting smoked salmon, is okay. Cheeses made in only New Zealand, Australia, Canada and the United States are allowed in.

5. Eggs and egg cartons will be confiscated.

6. Ship's Pets: If you are planning on spending more than 90 days in New Zealand — and you must to avoid leaving in the middle of hurricane season — don't bring any pets, be they dogs, cats, or birds. If you have a pet, you'll be required to post a \$1,000 bond for each animal, and if your pet makes it onshore, you lose the \$1,000 and the pet is incinerated. Every time you move, even from one anchorage to another, you must give MAF prior notice, as well as 48 hours notice before your departure from the country. At the end of 90 days, the pet must either be shipped out of the country at your expense, or will be destroyed. So sadly, there just isn't any way to cruise New Zealand with rover or puss onboard.

7. Bicycles, motorbikes, and tents must be cleaned before being allowed on shore.

So, the key points to remember are:
1. make sure that you eat or dispose of

THE PASSAGE TO NEW ZEALAND

Month	Passage	Distance	Average Wind Dir.	Point of Sail
Oct 15 - Nov 15	Nukualofa to Opua, N.Z.	1,025 mi.	S.E. until 255 to 320° then variable	Close-hauled, then anything goes
Oct 15 - Nov 15	Suva, Fiji to Opua, N.Z.	1,055 mi	same as above	same as above

Comments: Alta Island, 40 miles SSW of Tongatapu is rugged & dramatic to look at, but doesn't have a secure anchorage. It's worth sailing by, but nearly impossible to land on.

North & South Minerva Reef have claimed several yachts. At high water the reef is not visible. At low water you can walk around the reef. In good weather it is possible to enter South Minerva Reef & anchor.

Note: US Chart 76030 (Fiji Islands to New Zealand) is excellent overall for this passage.

overboard all fresh meats, vegetables, fruits and organic garbage before entering the 12-mile limit; 2. contact Customs and MAF by radio before arrival; and 3. make sure your first stop is a Port of Entry. Then you'll have no problems!

Immigration. For persons arriving in New Zealand by yacht, it's necessary to obtain a visa before arrival. Visas can be applied for at New Zealand Consulates or Representatives in Vancouver B.C., San Francisco, Los Angeles, Rarotonga, Tonga, Fiji, or Western Samoa. At time of application, you'll usually be asked to show proof of about \$175 U.S. per month per person for the length of visa you're requesting. So for a six-month visa, you'll need to show about \$1,100 per person. The consular office may also ask to see an open airline ticket back to the home country (\$805 to Honolulu), or the equivalent for each person other than the owner of the boat. They may also ask for a signed affidavit of support from a family member in the home country, and a guarantee of support for each crew person signed by the captain of the yacht.

The Customs Officer clearing you will act as an agent for Immigration, and will usually grant a six-month visa on arrival — providing proof of sufficient funds is shown again. This visa can usually be renewed for an additional six months at a regional Immigration office (Whangarei, Auckland, Wellington), and at this time — according to the Auckland office — major credit cards (American Express, VISA) can be shown in lieu of part of the cash.

Believe it or not, overall New Zealand immigration procedures are much easier and less complicated than the U.S.

Many yachties in the past have planned on working after arrival in New Zealand to replenish their cruising funds and re-provision. New Zealand now has the highest unemployment rate of any ASEAN nation, and no longer encourages immigration. Neither do they appreciate yachties taking jobs away from locals. It is possible to pick up unskilled work fairly easy (shucking oysters, unloading fish, tending bar), but at \$3 to \$5 per hour,

it's just about impossible to get ahead. And, it's illegal. Many yachties these days are arranging to haul their boats out soon after arrival, and then fly back to their old jobs in the States or Canada where they can often make three to five times as much money.

There is an Immigration Occupational Priority List available from the Department of Labour, or possibly from a Consulate, which outlines 40 different job skills for which the demand is sufficient to require overseas recruitment. The jobs range from boilermaker to university professor-lecturer, and the list changes quite often. It is possible to apply for a temporary residency and work permit after arrival — impossible in most other countries — but you'll be allowed to work only if there is a shortage of your skill and an employer guarantees you a job in writing. If you are serious about working, it is best to start the paperwork in motion before you leave on your cruise. If you're over 45, forget it — there's very little chance of your working in New Zealand. It's better anyway, that you just sail around and enjoy the country.

Next month we'll have more on New Zealand.

— john neal

SATURDAY'S

It was a dark and stormy night, Friday, the second of December.

Many Bay Area sailors, looking forward to a pleasant winter sail on the Bay the next day and the Sausalito Cruising Club's second Mid-Winter Race, were hoping the small craft conditions would lighten by Saturday morning. They didn't. By 0200 gusts were up to 35 knots, and two hours later gale warnings with gusts of 60 knots were blowing outside the Gate. Before daylight storm warnings, indicating winds of 48 to 63 knots, were in effect and hell was breaking loose all



"Dos Equis" — 'the ultimate of knockdowns'.

over the Bay.

At Richmond's 200-berth private marina, the Sportsman's Club, one dock — with its dozen powerboats still in their slips — broke loose. "It was amazing," said club member George Rogers, of the strong winds and flood tide combination that lifted the docks free of the pilings at 8 a.m. The whole package — docks, boats, hoses, and electrical lines — was blown half a mile downwind,

landing on the riprap separating two of Marina Bay's marinas. Miraculously only one boat was seriously damaged.

Just a few hundred yards away the 65-ft schooner *Bali* pulled free of her spot at the launch ramp, and went high on the rocks. She was still high and dry weeks later and appeared to be a difficult salvage job. She'd already been impounded by the sheriff and was in the process of a lien sale.

The powerful winds reached their peak at ten in the morning. Davis Point reported 76 knot gusts, and both Point Bonita and Angel Island had 73 knot gusts. Sixty-four knots and above is hurricane force wind. The highest wind speed in the entire Bay Area was recorded atop Mt. Tamalpais in Marin County — 129 mph!

Outside the Gate, the San Francisco bar was closed to all traffic for a record 12 hours and 15 minutes. The storm-driven seas were strong enough to bend some rails on the pilot boat. Bar Pilot Captain Gregg Waugh sees a change in this year's storms compared to last year's. "They used to last for days with 45 mph winds," he says. "Now the duration is shorter, but they're more fierce."

By mid-morning Sausalito's Clipper Yacht Harbor parking lot was knee-deep in water and few people could even get to their boats to check docklines. In the dry storage area Rick Lowry's Merit 25, *Dos Equis*, was blown off its trailer, resulting in \$5,000 damage to the mast and rigging. "It was the

The mobile dock and its new location.



ultimate of knockdowns," Lowry figured. Even the trailer was damaged. *Alchemy*, a Moore 24, suffered the same fate, landing on a toppled Laser.

At 10:30 Gregg Wisley, race chairman, realized the winds weren't abating and cancelled the Sausalito Cruising Club's Mid-



SURPRISE STORM



A new way to moor a boat?

JIM JESSIE

secured it to a number of strong points on shore. Owner Laurie Smith called the fire department, which evacuated the employees. Laurie had wanted to get the important things out — the stereo and the cat — but they stayed. Fortunately so did the houseboat. The other boats at crowded and exposed Mariner Square got away with surprisingly little damage.

Across the Estuary in Oakland the waves were creating havoc, too. Next to the Seabreeze YC at Fifth Avenue, a portion of the small marina was blown apart. Harbormaster Frances McKee claims she's never seen so much water in her life and says she couldn't walk on the dock. When Dave Miller brought his Columbia 22 back to the marina a few days after the storm, he couldn't believe his eyes. There was a Cal 25 impaled atop a piling. Apparently it had floated up at high water and never came down.

Not normally the place to find a shipwreck, the North Berkeley waterfront was the scene of considerable destruction. Four boats — 30 to 82-footers — were completely destroyed. Five more were stranded when they broke loose from their anchorage in the Berkeley North Basin, and ended up on the rocky lee shore near the Golden Gate Fields race track.

The ships and barges are all owned by Claus Von Wendel who runs a small pile driving, dredging, and salvage operation. First to go was *That's It*, Claus' principal workboat that once belonged to the Oakland YC. That was it for *That's It* as she was com-

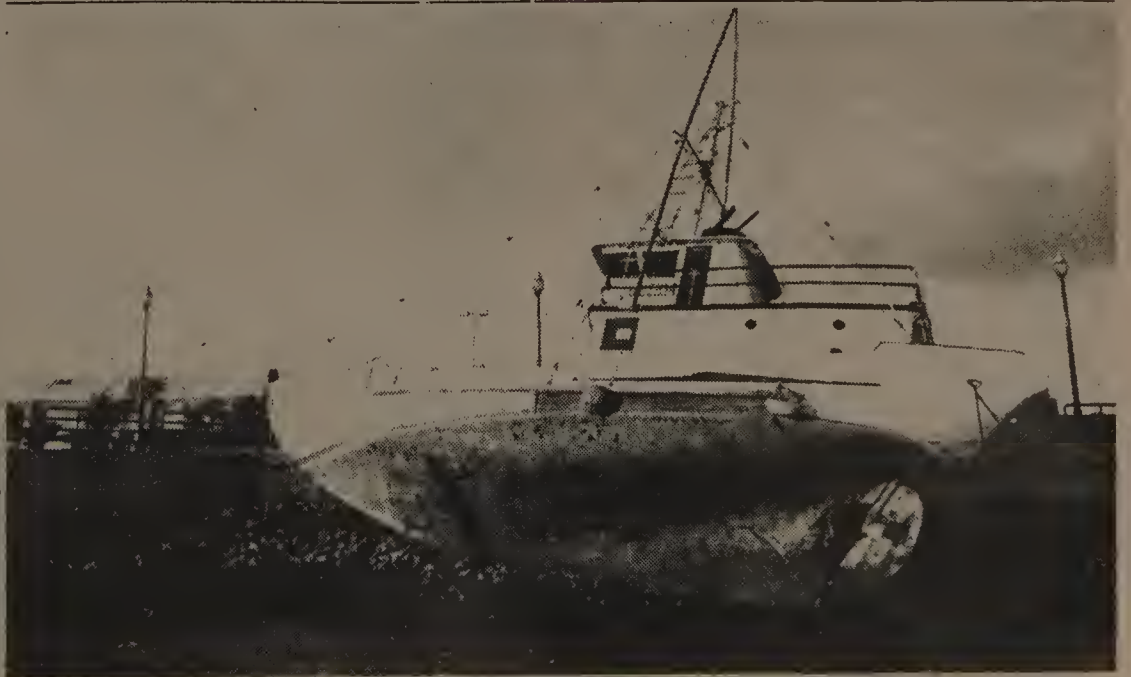
four-foot waves rolling up the Estuary broke several pilings. "I've never seen anything like it," he said. "It was extremely exciting."

The big waves caused Horizon Charter's houseboat to break loose from Alameda's Mariner Square. It floated some 15 feet away before heavy ropes and ship lines

Winter Race although there were a few fearless boats that had turned out. But the cancellation was the least of the club's problems. Their clubhouse barge usually takes a beating in storms, but this time, according to Diane Chute, it was "panic city". One of the thick cables that anchors the club to shore snapped, allowing the barge to drift. Consequently the ramp to the club fell in the water, and electrical, gas, and phone lines were all pulled off. Eventually the barge was secured to a cement post in the flooded parking lot, but the damage was a big setback for the Cruising Club. The anemometer at Cass' Marina next door had showed winds of up to 70 knots before it blew away.

Over in the Oakland Estuary things weren't much better. Although there were whitecaps on many normally calm areas of the Bay, there were waves in the Estuary large enough to surf. Jeff Trask of J Boats West in Mariner Square said the three to

"Bali" crawls up on the shore in Richmond.



LATITUDE 38/RICHARD



Rounding the Lightbucket this year could be difficult.

pletely destroyed on the rocks.

The 50-ft steel fishing boat *Karma* was next to go and the largest vessel, the 180-ft World War II patrol boat and former Green Peace ship *Ohana Kai*, was blown up on the beach.

Wrecked beyond recognition was *Alameda*, a small fireboat that once operated on the Estuary. The *Shark*, a 50-ft antique liveaboard cruiser and a fixture in the Berkeley Marina for years, finally met its end.

At Jack London Marina the high tide and wind combined to push extra feet of water up over the breakwater. As a result, the west basin was destroyed in four places. Robert Huffman, who sells boats in the marina, feels that this storm hit the area worse than any of the ones last year. Nearby a neglected houseboat sunk off the Oakland Municipal fishing pier; weeks later it was still resting on the bottom.

STORM SURVIVOR

Most sailors spent December 3, the day of the "surprise" storm, on land. I spent the day on my 40-ft *Lapworth*, *Danzante*, at anchor in Richardson Bay. If you weren't out on the water, I can tell you it was more exciting than any ride at Great America. It was so exciting, in fact, that I've decided to keep my boat in a berth for the rest of the winter.

It was the hallucinatory noise and the heeling of my boat that first awoke me. Peeking my head out the companionway, I saw three roller-furling jibs flogging themselves to death in the Sausalito Yacht Harbor. There would be more destroyed before the day was over.

Closer to home I noticed my Avon spinning like a propeller some 15 feet in the air behind my boat. Damn, the oars were long gone! I had to get the Avon onboard, or she'd soon be gone, too. Working in the lulls, I was able to wrestle it up and start deflating it. But before I could finish lashing it down, I heard the roller-furling jibs to windward roar even louder. Glancing up, I saw a

williwa bearing down on me. I hung on tight as the wall of wind-driven spray hit with a fury. Struggling to get my eyes open, I saw my 40-footer bury her rail. My anemometer hit 80, then dropped fast. I quickly finished securing the inflatable during the next lull and went down below.

Noting that my barometer had dropped almost a tenth of an inch in a matter of minutes, I mumbled to myself, "It looks like we're in for some dirty weather." Just my luck, I had a date that night with a very attractive woman.

The best thing about the wind, which was steady from the south at 60 with gusts to 80, was that it kept the seas flat. *Danzante* was riding it out well with 24 fathoms of chain and a Danforth, but I kept the engine running just in case the chain broke.

Figuring it was unsafe on deck, I stayed below. A local radio station was reporting that it would be all over by noon. Settling

SURPRISE STORM

By four in the afternoon the winds had quieted slightly, with Treasure Island recording a steady 45 knots from the southwest. But outside the Gate the seas continued to build even as the winds diminished. Various locations were reporting 26-foot seas, with one recording 28 feet! It's hardly surprising then that the Lightbucket, normally stationed 11 miles outside the Gate, had her mooring chain break and came adrift. She eventually came ashore at Thornton Beach just south of San Francisco. The Lightbucket is presently undergoing repairs and will be back out to duty at the end of January. A temporary buoy is in her place.

The heavy wind and seas claimed two lives off Miramar Beach (near Pillar Point) when a Vietnamese fishing vessel sunk. A third man from the boat was able to swim to shore and alert the Pillar Point Harbormaster of the tragedy. The Coast Guard sent out a helicopter to conduct a search in the awful conditions, but it was too late.

In the same vicinity the fishing vessel *Lucky* was found taking on water. Fortunately the four aboard were rescued. The storm was a handfull for the Coast Guard, with 33 search and rescue cases conducted on Saturday.

Pillar Point often gets more wind than

other areas, and as late as 7 p.m. on Saturday, the Harbormaster was recording gusts up to 59 knots. Assistant Harbormaster Bob Black conceded it had been rough, but not as bad as last year when 100 mph winds rip-

great board surfing. The inside of the harbor fared as well as any.

Throughout the Bay Area there was other minor damage. Roller furling sails were flogged apart in many locations, and scores

PAUL KAMEN



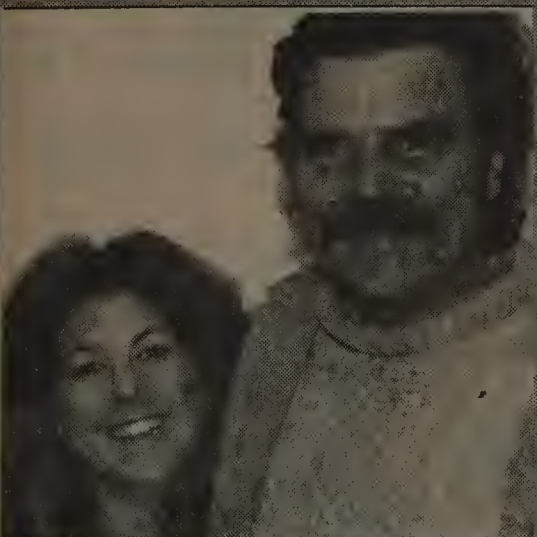
Is this the result of bad karma for "Karma"?

ped the harbor.

Down the coast at Santa Cruz the harbor entrance was closed for the duration of the storm, although the silting made for some

of sail covers were shredded. The St. Francis YC's sail loft room was flooded and a door blown down. At the San Francisco YC in Belvedere the side of one wooden boat was split open and a Laser boom picked up and blown away. But it could have been much worse.

down at a good vantage point, I observed the Coast Guard milling around one of the three large schooners at anchor in Richardson Bay. It was alarming to see how fast



Barry, right, survived the storm and made it back for his date.

LATITUDE 38°00'N

Candide drug from one side of Richardson Bay to the other. I started getting pissed when the Coast Guard left without checking on the schooner, but then I remembered they were out to save lives, not property.

While later the report from the storm desk was that the front had passed, the rains would soon stop, and the winds diminish. With the barometer having bottomed out and starting to rise, the forecast looked good. If I could just find some oars, I'd still be able to keep my date.

But it wasn't long before the wind swung around to the north and jumped back up to a steady 60 with gusts to 80. *Danzante*, taking some good knockdowns, was creaking and groaning from the thrashing. Just as I started feeling sorry for myself and my boat, I noticed that the black-hulled, junk-rigged, *Three Roses* was a new addition to the neighborhood. Fortunately there was no chance the dragging boat, with two foul-

weather garbed people in the cockpit, was going to hit me. "Enjoy your day on the Bay," I mused to myself as they slid off in the direction of Belvedere Point.

When they eventually opened the Golden Gate Bridge to traffic, I knew the storm was really abating. The winds had dropped to a steady 20 and the 50-knot gusts were farther and farther apart. Surveying my boat, I concluded I was lucky. My main had started to come out of my sail cover but didn't; I wasn't struck by any of the many drifting boats or large pieces of floatsam; the tide had changed at just the right time so I was sailing up in the gusts rather than tugging on the anchor chain; and, my date found someone to row a pair of oars out to me.

From my perspective the most grueling aspect of the storm was not the wind or the seas, but the duration. It's not that hard to withstand strong breezes and seas for a little while, but eight hours really takes its toll. There was evidence of that all over the Bay,

— barry herman

SATURDAY'S STORM



PAUL KAMEN

"Most storms that come in fast, come in with a vengeance," advises Emil Gunther,

At the end of Berkeley's Pier.

marine forecaster at the National Weather Service in Redwood City. Northern California sailors don't need to be reminded that the weather has been unusual the last year or so, and it's probably safe to assume the warming trend associated with El Nino has something to do with it. "Warm water causes extreme changes in the atmosphere," says Emil. "Generally a strong El Nino brings the Atlantic much fewer hurricanes and brings the Pacific more." He reports that the Pacific had 24 cyclones last year, the greatest number on record.

As far as the rest of the winter goes, Emil suggests everyone be ready, because we could get more storms like that of December 3. The winter has just gotten started, and we're already way ahead of last year's heavy precipitation levels. But on the other hand weather forecasting is an inexact science, so who knows, we still may get to finish a Mid-Winter Series.

— **latitude 38** — joanne with paul kamen



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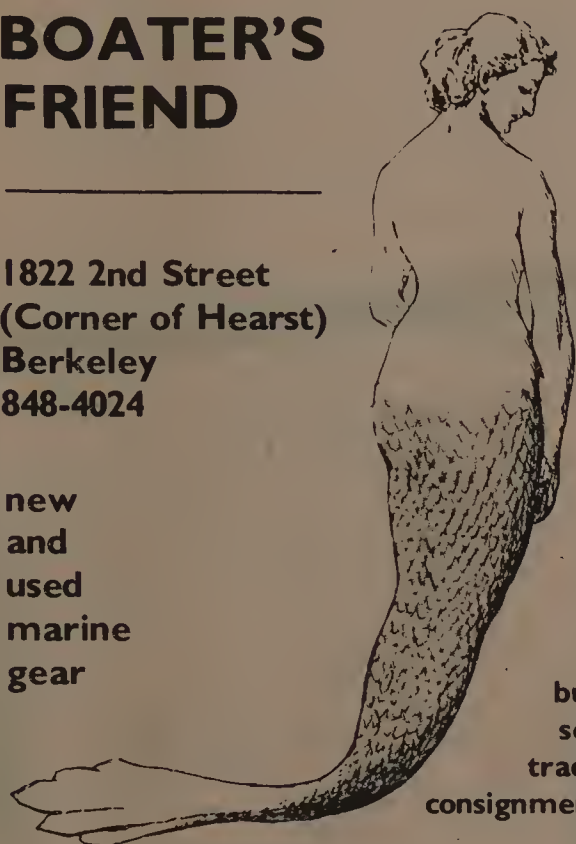
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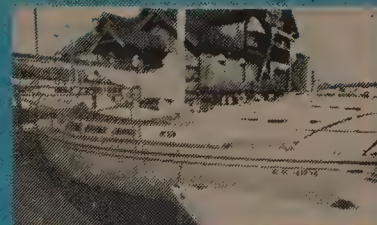
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CREW LIST

It's freezing cold and raining outside, which means it must be time for *Latitude 38's* annual Crew List. What's the Crew List? It's our once a year personal advertising feature where we allow folks who'd like to race, to cruise, or just to 'social' sail on the Bay, the opportunity to get their name on a list where it might be seen by boatowners looking for just such a crew.

Additionally we also allow boatowners to advertise the availability of crew positions on their boats — again, be it for racing, cruising, or just plain social sailing on the Bay.

The Crew List has been an annual feature of *Latitude 38* for quite a while now. From the reports we've gotten, we'd have to guess that last year's List was the most successful ever. A pleasantly surprising number of people have told us that they've either gotten on racing boats or have cruised the far reaches of the Pacific as a result of having signed up for the Crew List. We're very happy about that.

Having pondered the question, we've concluded the reason last year's Crew List was so successful is that for the first time we charged people wanting to advertise their names on the list. Evidently this helped weed out most of the people who weren't really serious, people who in previous years just signed up "to see what would happen". Invariably those folks proved to be a source of

I WANT TO CREW ON A RACING BOAT

NAME: _____

AGE: _____ SEX: _____

PHONE OR ADDRESS: _____

I WANT TO RACE

1.) _____ Bay
2.) _____ Ocean
3.) _____ Kauai TransPac (July)

4.) _____ Doublehanded
5.) _____ TransPac (July)
Mexico (November)

I PREFER

1.) _____ Boats under 30-ft.
2.) _____ Boats over 30-ft.
3.) _____ Dinghies.

MY EXPERIENCE

1.) _____ Little, less than one full season on the Bay.
2.) _____ Moderate, 2 full seasons or more, some ocean.
3.) _____ Mucho, years and years, bunch of ocean.

I WILL

1.) _____ Help with bottom, do maintenance — anything!
2.) _____ Play boat administrator, go-fer.
3.) _____ Go to the masthead to retrieve the halyard at sea.
4.) _____ Navigate. I've got lots of experience.
5.) _____ Do foredeck — I've got lots of experience.
6.) _____ Do grinding, I've got muscle.

I'M SINGLE AND HAVE A SAILBOAT I'D BE WILLING TO TAKE SINGLE GROUPS OUT ON.

NAME: _____ SEX: _____

AGE: _____

PHONE NUMBER OR ADDRESS: _____

frustration — as well as loss of time and money — for those who were serious.

The \$5 charge to advertise one's name on the List, however, did not seem to deter interest. The 1983 Crew List had more respondents than the free 1982 List.

This year, partly to help discourage the litigious, we are also going to require that boatowner's pay an advertising charge to get their names on the Crew Wanted lists. However, in recognition of the fact that boatowners have way too many expenses to begin with, their advertising charge will be just \$1.

What do individual Crew List advertisers get for their advertising fee? Well, you get two things. The first is you get your name published in 33,000 copies of either the

March or April issues of *Latitude 38*, with either your telephone number or address, and coded information outlining your interests.

But that's not all. By virtue of the fact your name appears on the *Latitude 38* Crew List, you also get free admission to both *Latitude 38* Crew List Parties. As was the case with the Crew List Parties last year, one will be held in Marin County, the other in either Oakland or Alameda. Both parties will be held in April.

We're pretty certain that most people who attended either one of the Crew Lists Parties last year — at either the Metro Oakland YC or the Sausalito Cruising Club — will tell you that they in themselves were just about worth the Crew List advertising fee. Our friends at Pusser's Rum were good enough to send over a genuine wood cask from a Royal Navy ship full of Pusser's Pain Killers. The deliciously devastating drinks were handed out free by the attractively-costumed Pusser's Rum Girls. Pusser's also gave out some 144 t-shirts, 300 America's Cup mugs, two big decorative flagons of rum, and other goodies. In addition we at *Latitude 38* donated 125 "Roving Reporter" t-shirts.

The net result was that you had about a 33 percent chance of winning at least one door prize. Pusser's will be back again with goodies this year, and so naturally will we.

As always there are some ground rules

I WANT TO CREW ON A CRUISING BOAT

NAME: _____

AGE: _____ SEX: _____

PHONE OR ADDRESS: _____

SAILING EXPERIENCE

1.) _____ None, but I'll do anything within reason for the chance. I understand from time to time I'll probably get cold, become seasick, get pissed at the owner, and wish like hell I was anywhere but on the boat. I'm still game.

2.) _____ Some, at least 20 sails on the bay, while being active and suffering the normal bruises, cuts, and hollering.

3.) _____ Moderate, several years active crewing on Bay or at least one trip to Southern California.

4.) _____ Lots, several long ocean passages.

I WANT TO CRUISE

1.) _____ Locally, around the Bay and up the Delta.

2.) _____ Hawaii and points west this summer.

3.) _____ Seattle and Alaska this summer.

4.) _____ Van Nuys Boulevard in a Corvette.

5.) _____ Mexico next winter.

I CAN OFFER

1.) _____ At least \$200 a month to share expenses.

2.) _____ Mechanical skills; engine, electronics, refrigeration.

3.) _____ Elbow grease for bottom work, varnishing, & other upkeep.

4.) _____ Navigation skills. I've taken over 100 shots at sea.

5.) _____ Cooking and cleaning skills.

6.) _____ Ornamental skills. I look great in a bikini.

I'M SINGLE AND WOULD LIKE TO DAYSAIL WITH GROUPS OF SINGLES

NAME: _____

AGE: _____ SEX: _____

PHONE OR ADDRESS: _____

for advertising in the *Latitude 38* Crew List:

Rule One: By filling out a Crew List form or attending a Crew List party, you absolve *Latitude 38* of any responsibility whatsoever for whatever trouble you might get in. If, for instance, you get pestering phone calls or mail, or if the boat you get on slams into an aircraft carrier and sinks, it's your fault. If you're not prepared to take such full responsibility for whatever might happen as a result of advertising your name in this public list, do not do it. This list is for folks with a swashbuckling streak, who are looking to put a little excitement in their lives, the danger be damned!

Rule Two: Fill the forms out clearly. If you don't, they will get sent right back to you with

CREW LIST

your money.

Rule Three: Don't forget to include the advertising fee with your form. Those wanting to crew can sign up for as many categories as they wish for \$5. Those with boats looking for crew can sign up for as many categories as they want for \$1.

Rule Four: Those of you who wish to advertise your name for racing crew positions or for racing crew, must have your forms back in *Latitude 38*'s hands no later than the 15th of February. This is necessary so we can publish the full racing Crew List in the March issue (which is distributed the first week in March), giving people time to get their crew together by the time racing starts in April.

Those of you advertising in the cruising or social sailing lists must have your completed forms back in our hands by the 10th of March, all the better so we can publish your name in the April issue (which naturally comes out the first week in April).

What happens if you get your form in late? It's just like if you come to the berth too late: you miss the boat. There's always next year, but that's an awful long time away, so fill out the appropriate form and mail it back today.

Those are the rules. Easy enough, aren't they?

Once again this year we want to let the women in particular know that it's perfectly alright to use a pseudonym or just your first name. Because this List will be available to the general public, we also encourage you to use an answering service or post office box to get your responses. This both allows you to screen inquiries and not be deluged with telephone calls at your home or work. And

believe us, if you are a woman, you will get calls — or your money back!

We also insist that women don't sign up for the Crew List unless you can handle amorous men. Feedback from the previous Crew Lists — the very early ones in particular — indicate that either, 1. saltwater is a hell of an aphrodisiac, or 2. women who ad-

vertise their names in the Crew List are so irresistible that sailors have a hard time keeping their hands off. Actually it's not all that bad, but you really shouldn't sign up on the list unless you can handle yourself with men.

If we've painted a slightly grim picture of

I AM LOOKING FOR CREW TO RACE ON MY BOAT

NAME: _____

AGE: _____ SEX: _____

PHONE OR ADDRESS: _____

MY BOAT IS A: _____

1.) _____ Bay

2.) _____ Ocean

3.) _____ Mexican Races

I PLAN TO RACE

4.) _____ MORA

5.) _____ 1984 TransPac

6.) _____ '84 Doublehanded TransPac

I WANT CREW

1.) _____ That will consistently put out 100% for the chance to get experience, and won't complain when cold, bruised or scared shitless.

2.) _____ With at least a full season racing experience.

3.) _____ With over 3 years experience.

I RACE

1.) _____ Nights and casually for relaxation.

2.) _____ Pretty seriously.

3.) _____ Very seriously. I want to win.



the Crew List, we've done so intentionally. We feel it's our responsibility to overemphasize the downside risks to counter the sometimes over-optimistic expectations some people bring to the Crew List and to sailing in general. To our knowledge there has never been a serious problem stemming from the Crew List, and we naturally want to keep it that way. But when you are dealing with the public and a potentially hazardous activity like sailing, it's important people considering advertising their name appreciate the risks involved.

For those of you who want to sail off to the South Seas but have no sailing experience, we recommend you reconsider three or four times before putting your name on the List. If you can't conceive of how sailing the ocean can be unpleasant or difficult, read Part II of Elena Garcia's *The Rudder That Wouldn't Come Home*, which is featured in this issue.

Elena, incidentally, did sail the South Seas as a direct result of signing up on the Crew List. If you can put up with all the problems as cheerfully as she did on the trip home from Hawaii, you've got the right attitude. If not, maybe you ought to stick to social sailing or racing on the Bay for a few seasons to develop a better understanding of what's involved.

The forms themselves should be pretty much self-explanatory. A couple of hints:

It's not a good idea to overstate your skills. If you don't know what you're talking about someone who knows sailing can tell in an instant.

Looking for romance in your sailing? There's nothing wrong with that as long as you're upfront about it. However, if you

think a woman has an obligation to play footsie with you just because you gave her a berth on your boat, you shouldn't use this list.

Don't sign up for the racing or cruising lists unless you are prepared to make a big commitment. A ten-race summer series, for example, requires a much greater commitment

than just ten afternoons.

We're going to end this Crew List application article with a request. We're going to ask that any of you who signed up for the Crew List last year to please share any relevant advice for those who will be signing up this year. We thank you in advance.

— latitude 38

I AM LOOKING FOR CRUISING CREW

NAME: _____

AGE: _____ SEX: _____

PHONE OR ADDRESS: _____

MY BOAT IS A: _____ WHERE & WHEN

I PLAN TO SAIL TO: _____

(Mexico, Hawaii, etc.)

ON THIS DATE: _____

I AM LOOKING FOR CREW

1.) _____ That is male.

2.) _____ That is female

3.) _____ Whose sex is unimportant.

MY CREW SHOULD

1.) _____ Be willing to share expenses such as food and fuel.

2.) _____ Be willing to bust butt preparing boat.

3.) _____ Have more desire than experience.

4.) _____ Have lots of ocean experience.

5.) _____ Know celestial navigation, **really** know it.

6.) _____ Have mechanical skills for engine, etc.

7.) _____ Be unattached and unopposed to the possibility of a friendship blossoming.

8.) _____ Look good in a bikini.

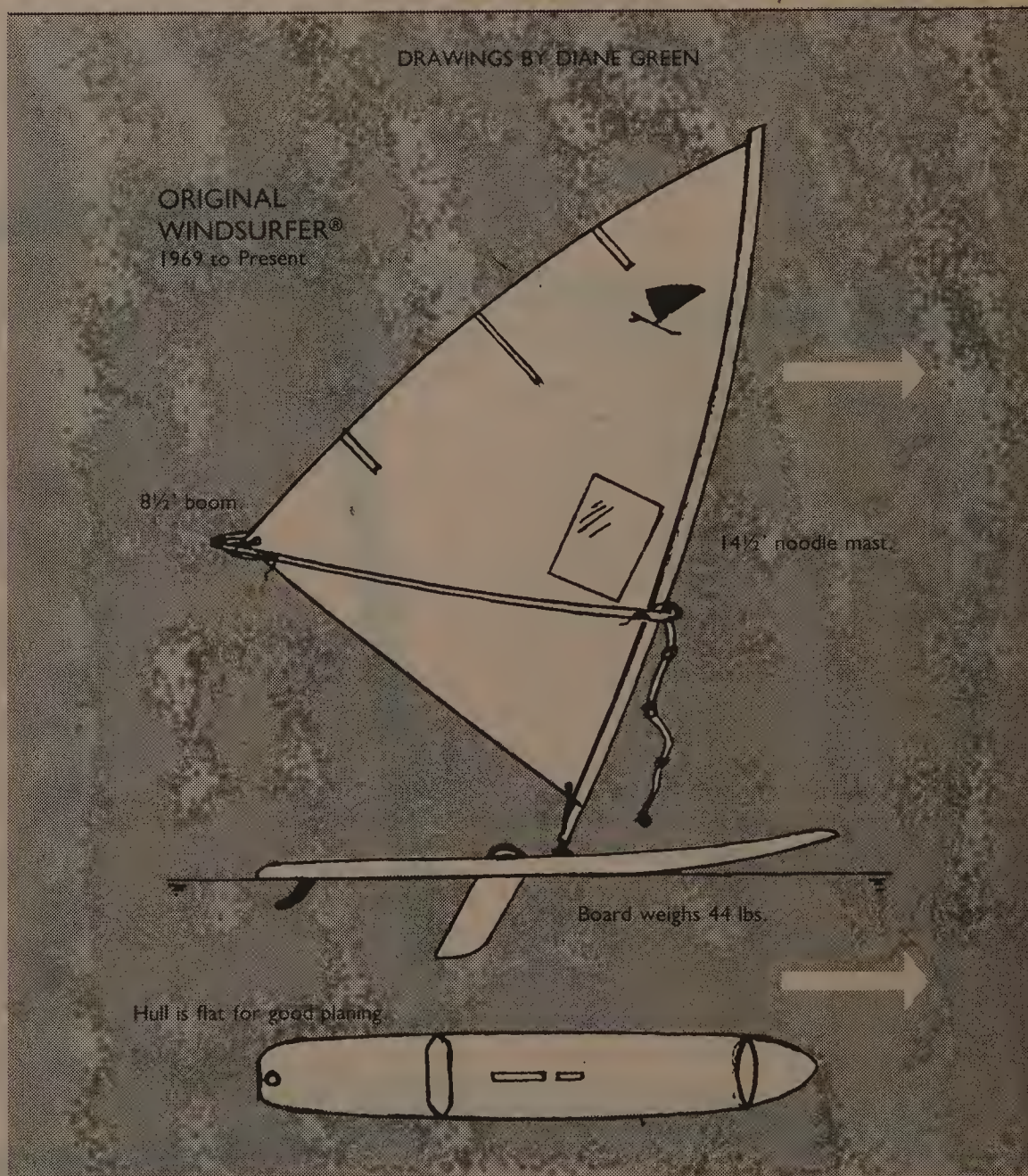


BOARDSAILING

Sailboards, as they have evolved after 15 years of development, are anything but plain and simple anymore. What started out as basically an overgrown surfboard with a free sail system attached has mushroomed into a kaleidoscope of different designs. There are short boards and long boards, boards for speed and boards for maneuverability, boards for flat water and boards for heavy surf, boards for sailing upwind and boards for reaching and running. "I'm thinking of building a trailer," says Alameda enthusiast Bard Chrisman, "that would have slots for about six boards — then I'll have just the right one no matter where I am or what the wind is blowing!"

Boardsailing certainly has come a long way since Hoyle Schweitzer and Jim Drake, two buddies from Southern California, started making their Windsurfer back in 1969. The 12-ft hull was patterned after the "Malibu" surfboard of the 1950's, but was enlarged slightly to accommodate both the rider and rig. The board's undersides were basically flat. Lateral resistance came from a daggerboard and a small, swept-back skeg under the stern. The prevailing technology for building surfboards was used: polyurethane Clark foam blanks were shaped and covered with resin-impregnated fiberglass.

As the Windsurfer began to gain in popularity — it achieved an amazing acceptance in Europe while Americans were lukewarm towards the new sport for several years — mass production techniques were devel-



Over 350,000 Windsurfers® have been made since 1969.

LATITUDE 38° SHIMON

Europe led to imitators entering the market, some using a hard plastic shell rather than the more rugged polyethylene. Variations on the Windsurfer design began to appear as well, often ones with more volume and beam to aid the beginner in staying upright.

Radical changes in design didn't really begin to happen until the mid-1970's, when a group of Windsurfer sailors relocated in Hawaii. Among them were the Bay Area's Mike Horgan, known as "Thor", Larry Stanley and Pat Love. They set up shop in Oahu at Kailua and started taking their boards out into the blustery trade winds and heavy surf found on the island's east shore. The extreme conditions demanded more from both the sailor and his equipment, and the evolutionary process went into high gear.

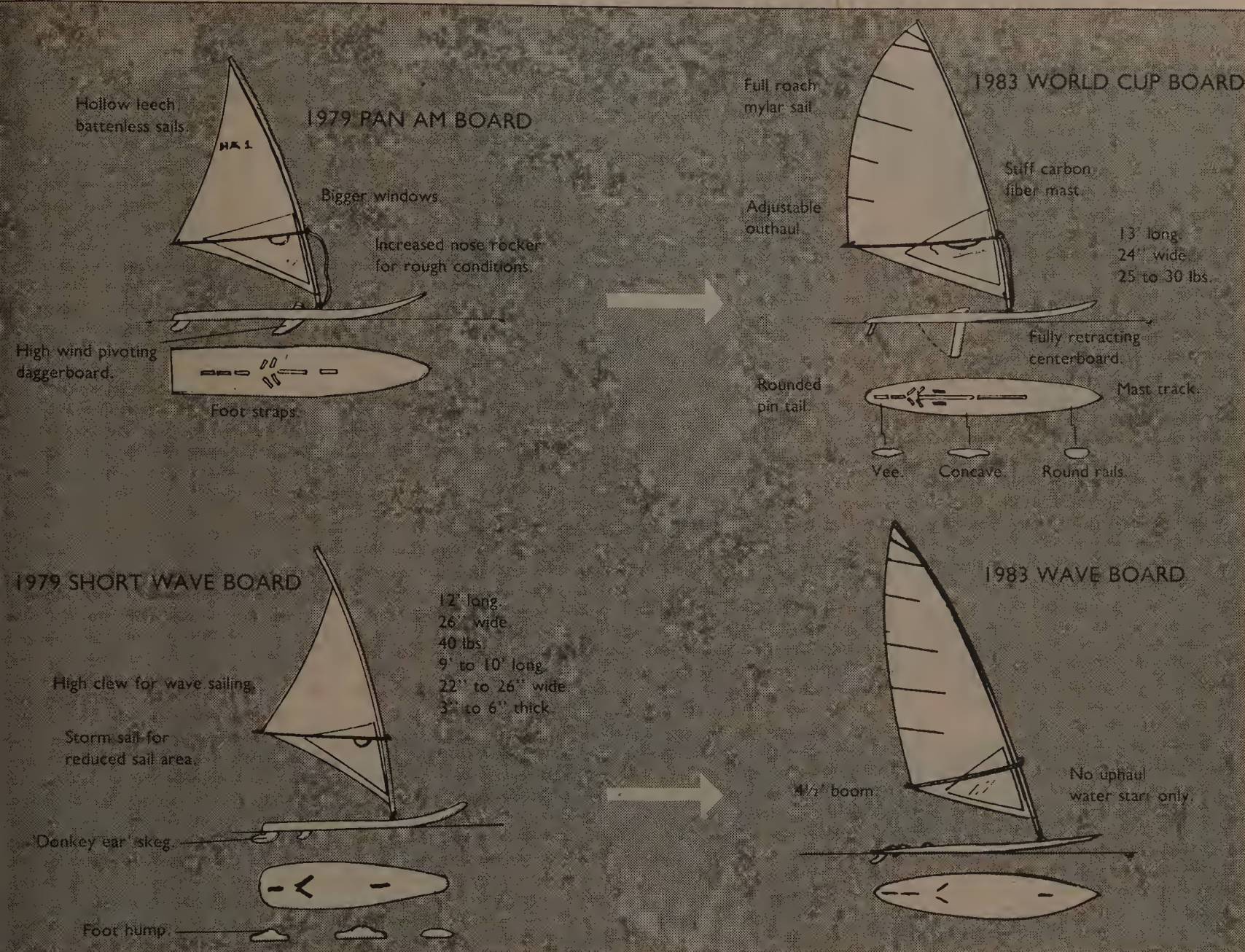
Among the developments that resulted was the harness, which transferred some of the load of the sail off the sailor's arms and made sailing more comfortable in heavy

winds. Marginal sails with a hollow leach also appeared, allowing sailors to continue sailing when previously they had been overpowered. Another adaptation was the high wind daggerboard, a smaller, more swept-back blade that moved the center of lateral resistance aft and allowed for easier handling at high speeds.

Perhaps the most important new step, though, was the introduction of foot straps. Faced with Force 5-6 tradewinds and resulting sloppy seas, the Hawaii group found they were sacrificing speed in order to stay on their boards as they flew from one wave crest to the next. They initially tried to deal with the problem using non-skid material or built-up bumps on the deck, but eventually hit up on the idea of using straps as a way of staying one with their craft.

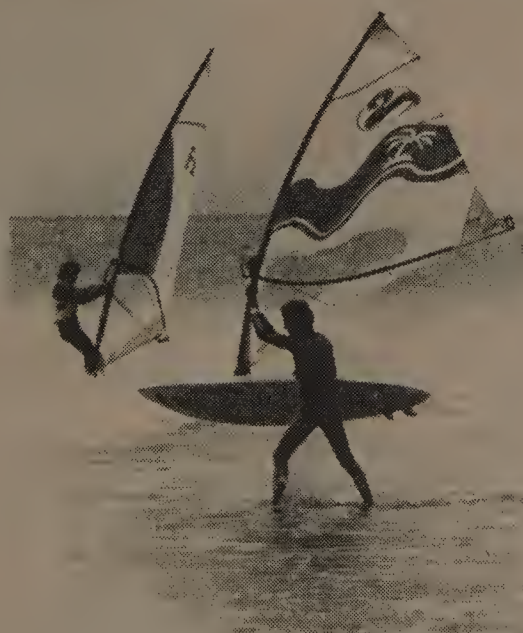
"After completion of a new glass board with a heavy coat of wax," wrote Hawaii boardsailor Colin Perry in a 1978 issue of *Windsurfer* magazine, "we would head to Kailua to test it and see where our feet

oped. An outer skin of polyethylene, which is the same material used to make Frisbees, was formed first and expanding polyurethane foam was then injected inside the shell. The runaway popularity of the sport in



wanted to be on those screaming reaches. Following a system of marking or just trying to remember where the feet were while sailing (with furtive glances downward at 20-knots plus), we would return to our garages, shops or backyards and optimistically glass the footstraps on." They made an important discovery — with their bodies acting as sort of a "human rigging", they were able to sail faster. They could also launch themselves off the face of Hawaii's surf, land in one piece and sail on to the next fluid mogul. A new era in boardsailing had begun.

One of the first boards to incorporate these advances was the Windsurfer Rocket, which also appeared in 1978. It used the same basic hull shape as the standard Windsurfer, but the above mentioned adaptations made it suitable only for heavy air reaching and running. It's upwind ability was poor. More one-dimensional boards began to appear. The Hawaii sailors started performing

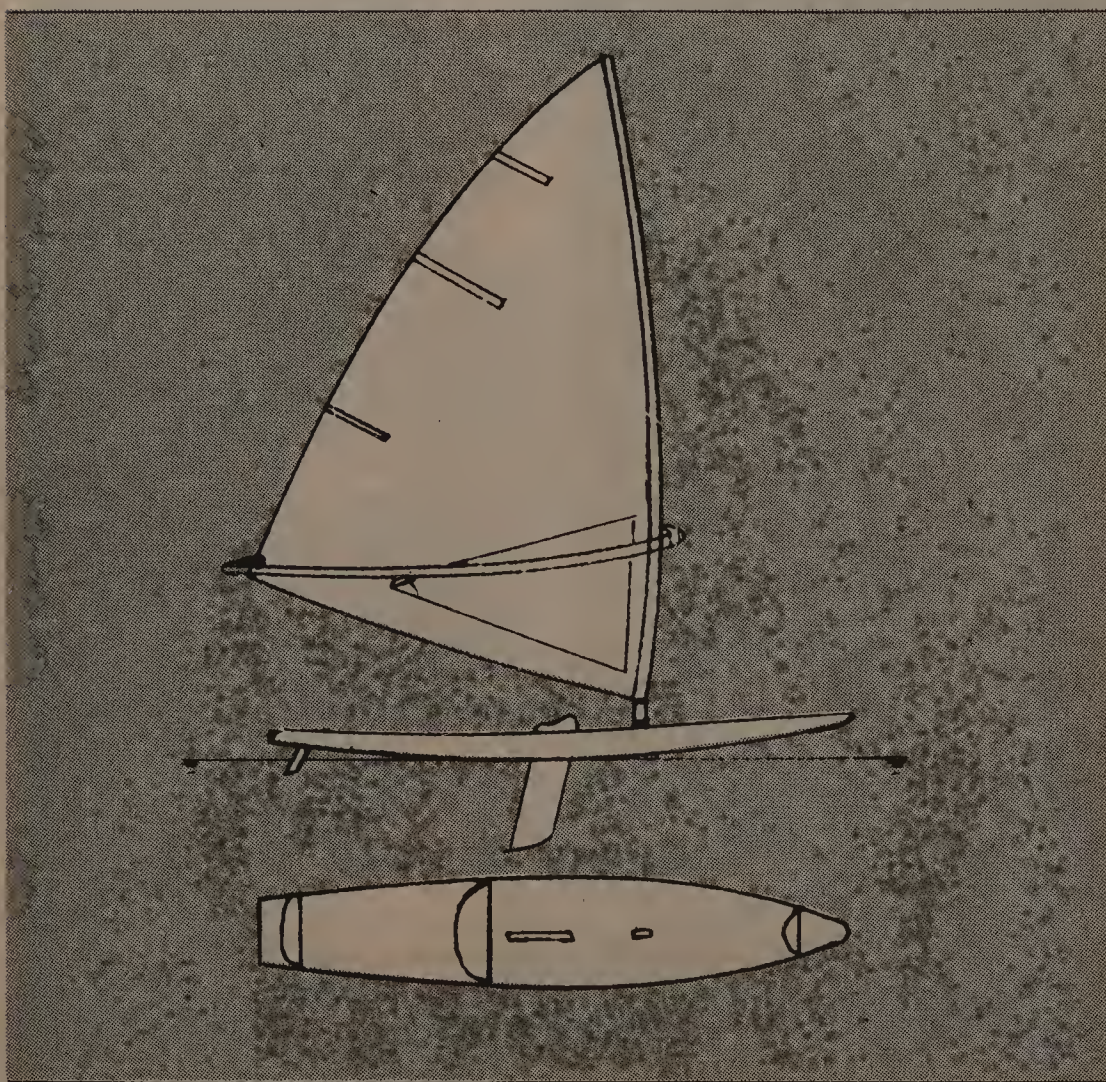


A 1983 surf sailboard with the 3 skeg 'thruster' arrangement.

radical surgery on stock boards, cutting the back ends off to make short, wave jumping boards. These "choppers" had wide, flat sterns that tended to spin out of control at high speeds. The solution for this problem came in the form of "donkey ears", which were long, swept-back skegs that provided more lateral stability than standard surf skegs.

Meanwhile, on the other side of the world in Europe, other changes were taking place. Not blessed with Hawaii's plentiful supply of breeze, boardsailors there were thinking 'along different lines. The so-called "Open Class" boards that developed were better suited for light winds and flat water. Their hulls were deeper, almost like a sailing yachts, and their v-shaped bows made for good upwind speed. The rounded sections amidship and aft meant less wetted surface, good for light airs. Off the wind and in a breeze, however, these designs required an acrobat's skills to stay upright. The soft bilge rolled at the slightest provocation and also

BOARDSAILING



A 1976 open class design, which is good for light air racing.

resisted jumping up on a plane. Once again, form was following function and the Open Class board became a very specialized breed, one well suited only to the conditions for which it was designed.

Sailing upwind in light airs, doesn't capture the public's imagination the way heavy weather spills and thrills does, however. The impetus for faster, higher and better continued to come from heavy air regions like Hawaii and San Francisco Bay. Boards kept getting shorter and shorter. In 1979, Hawaii's Mike Waltze was using a 10 footer which barely kept him afloat as he pulled up (uphailed) his sail to get going from a dead start. Following that came a nine-foot board. The term "sinkers" began to appear in the boardsailing lexicon — these were boards that needed to be moving to generate enough lift to support the sailor. They were obviously only to be used in certain wind strengths and woe unto the rider who got caught offshore in a dying breeze. The short board movement bottomed out at just under eight feet, and these creatures needed to be on a full plane all the time. They also re-

quired a water start, whereby the rider uses the sail to lift himself out of the sea and get the board up onto an immediate plane.

The crucible for new ideas over the past five years has been the annual Pan Am Cup, held each spring in Kailua, Oahu. The top boardsailors from around the world gather here with their latest innovations. They compete in Construction class, which unlike the more regulated Open Class, has few restrictions in terms of design or materials. Anything goes in the Construction Class, as long as the board has a free sail system. With thousands of dollars offered in prize money, and the prospect of much more in terms of sponsorships and increased sales by the winning board, sail and wetsuit designers, this is the high octane arena of the sport.

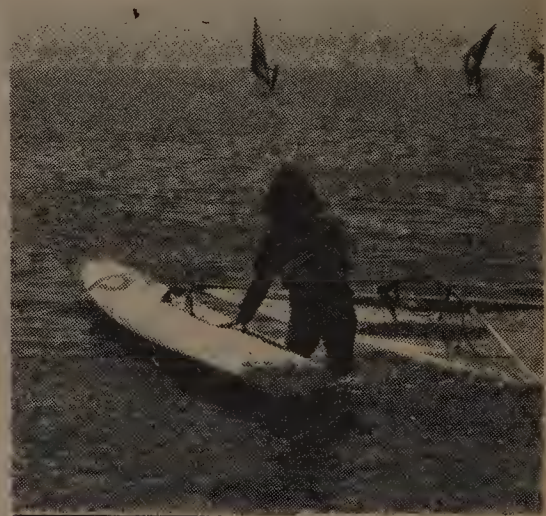
It was at the 1981 Pan Ams that German sailor Jurgen Honscheid, who learned his technique in the surf of the North Sea, showed up with a narrow-tailed board. The rules of the Cup allow only one board to be used for triangle racing, surf sailing and a long distance contest. The prevailing philosophy up until then was that a squared-off stern was the best to plane on, but

Honscheid, a former surfer and lifeguard, nearly won the event with his "pin tail" board.

There were several reasons the narrow tail worked better. For one, it was easier to control. The wide, flat-ended models had a tendency to spin out of control, while the narrow one tracked better. It also could be submerged slightly and turned on the inside, or leeward edge in a jibe, much like a surfer would carve a turn on a surfboard. And finally, the reduced wetted surface of the pin tail meant less drag at high speed when the sailor moved all the way aft.

Other innovations followed in the succeeding years at Kailua. The pivoting daggerboard, and the fully retractable centerboard, both of which can be operated by foot, aided the board's all-around sailing abilities. The moveable mast track did likewise, allowing the rig to be slid forward for upwind work and aft for reaching and running. Sail changes were also taking place, with higher aspect rigs and shorter booms, which keep the center of effort closer to the sailor and therefore easier to control.

The past couple of years have seen further refinements in these changes, spearheaded again by the "money" boards. The pro circuit has been hampered by lack of wind at several of their international events, such as last year's Pan Am Cup and the regatta at La Torche, France. One of the best events of the year was here in the Bay Area — the



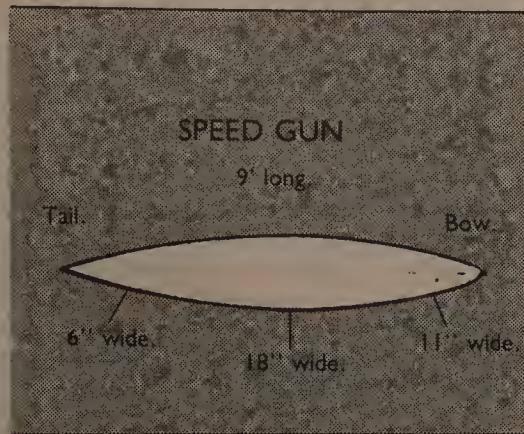
1983 open class displacement board. Note rounded bottom at stern.

Windsurfing World Cup Regatta in early July. With three separate events — surf riding, course racing and slalom — and no restriction on the types of boards that could be used, it was a showcase of the state-of-the-art. Wave boards were eight-foot sinkers with pin tails, short booms and a trio of skegs

arranged in the "Thruster" configuration. They were essentially surfboards with sails attached. Slalom boards combined speed characteristics of the longer course racing craft with the turning abilities of the shorter boards.

The design focus centered on the long boards used for the course racing. Of particular note were the German boards, such as the one sailed by Kai Schnellbacher, which had a concave or gull-wing shape in the mid-section tapering back to a straight V at the stern. El Cerrito's Steve Sylvester says this design is very effective in flat water, where the concave shape traps a layer of air under the hull, almost like hydroplane. Steve says he's been using that concept in his boards for several years and in fact he got the idea from a friend of his who used to race speedboats.

For Sylvester and his fellow boardsailors on the Bay, people like Alameda's Bard Chrisman and Larry Herbig, Berkeley's Diane Green and San Francisco's Gerry McDonald, the hottest new thing is "The Gun".



This lethal sounding craft is actually an adaptation of a long, narrow, tear-drop surf board which Hawaiians have been using for several years in the big surf. Boardsailors from the islands who weren't stoked about trotting around the world competing for prize and sponsorship money decided this type of board might be fun out in the big rollers of the Molokai Channel. Strictly downwind flyers, the boards can reach incredible speeds. "It's like water skiing at 35 knots," says Chrisman, "only there's no powerboat ahead of you. Sometimes you have to slow down because you're just going too damn fast!"

Bard has dreams of sailing his new board in from the Farallones next summer, a 55-mile sprint he figures he can complete in a little over two hours, assuming the wind holds. His biggest concern is finding a crash boat fast enough to keep up with him in case the wind dies and his "gun" fires a blank and starts sinking. Meanwhile, he and Sylvester have been out playing in the recent winter storms off Alameda's south shore. Steve says he's been getting great hang time, rising 15 feet into the air as he jumps off the storm waves. "It's like sprouting wings," he says.

Enthusiasm such as that displayed by Chrisman and Sylvester has been the driving force behind boardsailing's rapid developments. It's so much fun to do and people are consequently spending lots of time out sailing and experimenting with new ways to go faster, turn sharper and ride longer. Fueled by this creative fire, more developments, such as winged masts for greater control of the sail and improved skeg designs, should be forthcoming at an equal if not greater pace in the future.

— latitude 38 — suc

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THE RUDDER THAT

Getting a broken sailboat back to the Bay Area from Hawaii is neither cheap nor easy. We became authorities on the subject after we'd broken the rudder on our Ranger 33, *Tsunami*, 300 miles north of Kauai, and made it back to the island. Accomplishing the simplest tasks, we found, always required Herculean efforts, and everything cost at least double of the wildest guesstimates. But these were inconsequential details, because we had to get the boat home.

Of course Kauai was a fine island to be marooned on. The natives were friendly, the tropical temperatures required a minimum of clothing, and fine grub and drink eased the pain of an empty pocketbook and the absurdly slow repair progress.

Our first thought had been to ship the disabled sloop home in a Matson container. How convenient it would be, what with the Matson dock right there at Nawiliwili and another in our home port of Oakland. We were almost able to do it, too. All we needed was a boat with two feet less beam, a hoist and cradle, and \$3,500 to pay the freight.

Our second thought was to go to Lahaina, home of several Ranger 33's, and 'borrow' a rudder. Unfortunately we're neither swash-

that scrap stainless steel from the sugarmills was for sale at Al's, a little place up the dirt path past the abandoned cars and in the maze of jungle brush beyond the small boat harbor. We'd visit Al, as recommended, with a six-pak of beer to facilitate the wheelin' and dealin' — all of which had to be conducted under the watchful eye of his big black dog. Depending on the weather, the beer, and the mood of the illustrious Al, the prices ranged from dirt cheap to outrageously expensive. Whatever we purchased got dragged home in a dilapidated hand truck with a seized-up wheel.

But our mission did get us around to people and places we otherwise never would have seen. Searching for someone to weld Al's stainless steel, for instance, led us to Andy's machine shop in the airport town of Lihue. Unlike Al's, a big sign over the shop door made Andy's easy to find.

The fabled aloha spirit was alive and well in the hubbub of this greasy machine shop, for more than once Andy and his crew halted other important projects to work on our piddling rudder job. Andy himself



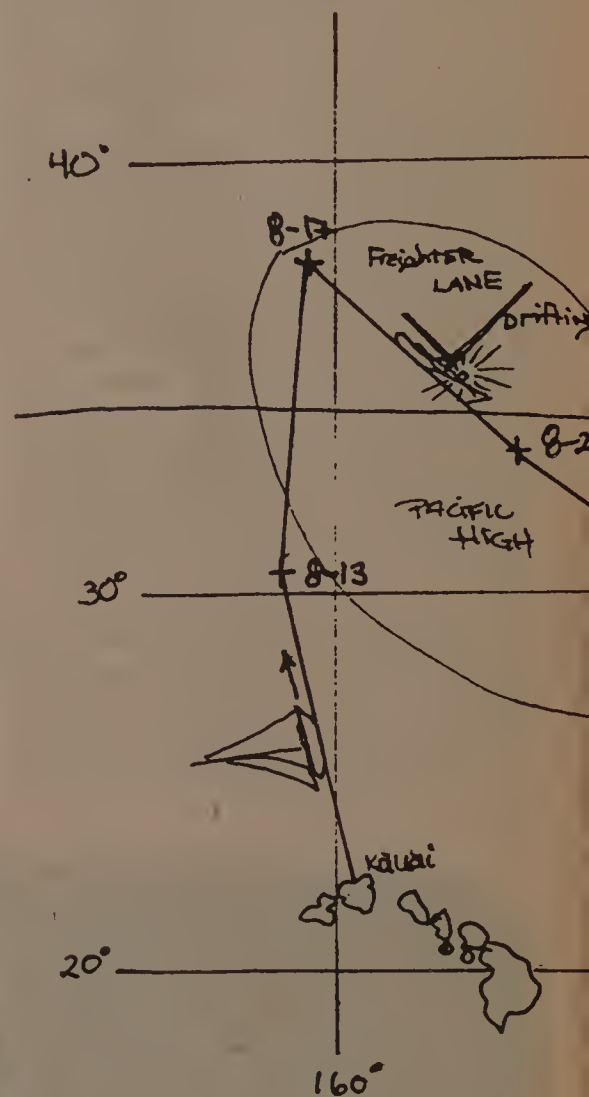
Andy and his men try their hand at rudder building.

buckling enough, nor are we thieves. Thus we were down to our last resort, building the rudder ourselves.

Given this fact of life, scavenger hunting for parts, materials, and labor became second nature. For example, one rumor had it

helped solve design problems on the trim tab and vane rudder, delivered the welded steel to the boat, and even made visits to our dockside shop to offer counseling and condolences on our fiberglass work. The \$100 labor bill he later handed us was just a token charge for the services he'd rendered.

The BMW's in Nawiliwili harbor were helpful, too. They helped us economize by



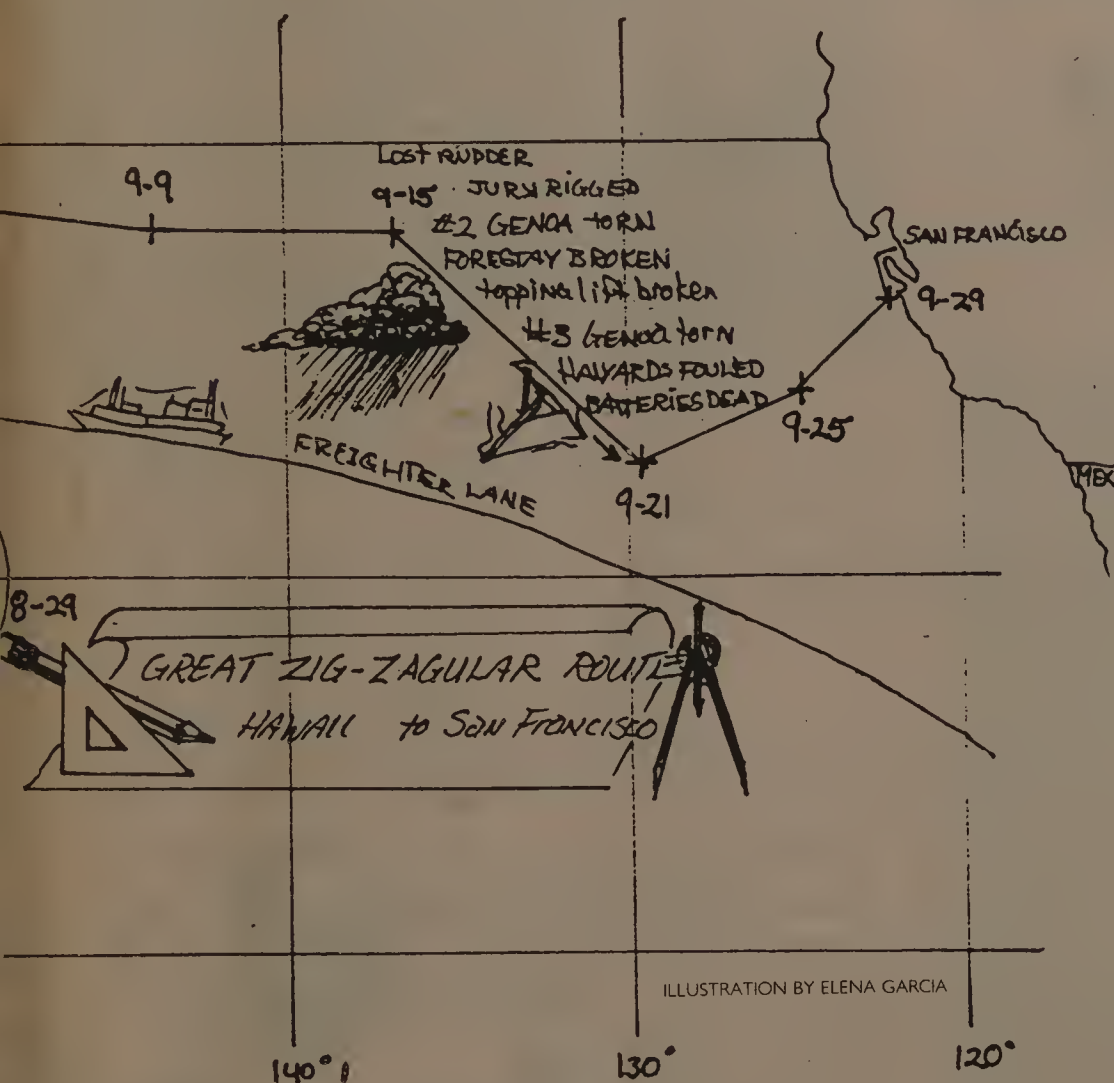
directing us to the cheapest places in Honolulu for foam, glass and epoxy. The Young Brothers barge, we discovered, haul what's ordered over to Kauai in a week or two — or maybe three. The greater hurry you're in, the locals explained, the longer it takes.

Time, oh time! Everything from out-of-stock shipping orders to sunshine for curing epoxy took time. Waiting became our pastime, giving us the opportunity to surf, get tan, and engage in an authentic Kauai-style Fourth of July luau. And even with all this we still had plenty of chance to check out the Kauai TransPac boats and jump over waterfalls.

But after two months of work, delays, and good times, the rudder and vane were finally ready for their sea trials. The main rudder worked, the vane contraption didn't. One out of two ain't bad. Bill and I temporarily resigned ourselves to steering four hours on, four hours off, all the way back to the main-

COURTESY ELENA GARCIA

WOULDN'T COME HOME - PART II



latitude 28°4" and longitude 149°. We were still a long way from the mainland and far south of where we wanted to be. So the next two weeks of normal ocean weather were spent working northeast to weather. It wasn't bad, the windvane was working and our concerns of being overdue were alleviated when the Swedish freighter *Hoeg Clipper* carried a message home that we were fine.

Just a couple of days later — our 37th out of Kauai — that cheery message was outdated. In 25 knots of wind and ten-foot seas the clew blew out of the No. 3, then after a brief try with the No. 4, we went to the storm jib. But all this was small potatoes, because just a little while later our new rudder, the results of all our expense and labor, was gone. What a revolting situation! A torn sail, almost out of smoked oysters, and land nowhere in sight, and without a rudder again. We went to sleep.

Our broken rudder
had forced us to
become more
than just
tourists.

land. (Wayne, our third crew member, had just shipped off on *Fandango* headed for Tahiti). But then we invested \$6 more for a clothesline pulley and in the last two days cranked out a respectable — and functioning — copy of a QME vane from scrap on the beach.

Fresh out of excuses not to leave, we picked up a weather-fax copy from the Olson 40 *Primetime* and listened to everyone's free advice on sailing over, under, around, or through the Pacific High. Heading north once again proved to be a real lump-in-the-throat, tears-brimming affair. Our stay in Kauai had been full of hard work, good fun, and the best of friends. Our broken rudder had forced us to become more than just tourists. Only the hope of coming back again dulled the pangs of sadness as we sailed away from this little slice of heaven.

But looking back never was our style,

and soon enough our thoughts turned to the long passage ahead, the prospects of bustling mainland life, new jobs, and friends in the city we'd left a year before. We rapidly fell into the 'cruising mode', the first week of which routinely had us trying to eat ourselves to death. Such food-fests are unavoidable, with hundreds of pounds of goodies stuffed into every available nook and cranny. Fifty days later and still at sea, we wished we would have not eaten quite so much so early.

After eight days of eating and sailing we were stuffed at latitude 38, longitude 161 — wherever that is. Unfortunately that's where the Pacific High was, and even more unfortunately our engine wouldn't run to get us out of the calms. It took us 11 days to escape the doldrums and light spots of the high, and we'd still be bobbing out there had we not had 'Old Glory', *Tsuanami's* worn and patched red, white and blue spinnaker.

When we did finally break out of the High, we were 20 days out of Kauai and only at

By early the next morning we had the spare vane rudder out in the cockpit and were detailing our half-baked repair plan. We considered mounting the spare vane rudder on the transom, but that would mean disassembling the vane. Neither one of us wanted to do that. Bill then measured the diameters — inside and out — of the various rudder stocks and concluded that the vane rudder would mount securely inside the broken rudder stock.

What a great plan! All somebody had to do was get some scuba tanks and dive over the side into the 12-foot seas with the heavy rudder and jam it up through the old rudder stock. What could be easier? Bill did complain that there was only 50 lbs. of air pressure in his tanks, he did come out shivering once to put on a wetsuit, he made me take

RUDDER - PART II

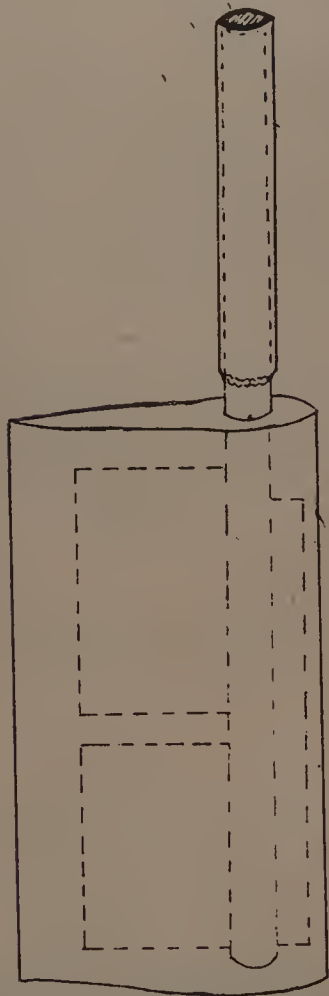


ILLUSTRATION BY ELENA GARCIA

The new rudder: high density surfboard foam, epoxy and glassed over post, with 3/16" stainless steel blades welded to post.

down the feathering No. 4 to stop the boat, and even dragged some Samson anchor line behind us. But I didn't hold it against him, because he did get the job done.

As Bill tried to warm up with hot cocoa, we untied all the little bitty pieces of quarter-inch line from the weather cloths and strung them together to use in lashing our tiller — which had come on the boat masquerading as a whisker pole — to our new rudder. Although the slop in the rudder post sounded like ice cubes being crushed in a blender, by noon we were sailing under a reefed main and No. 4.

Like good luck, bad luck seems to come in streaks. The next day it was blowing 35 knots, although we were still able to charge to windward under a reefed genny. Then *bam!* It wasn't the rudder this time, but the forestay turnbuckle. We bore off and dumped the sail in one motion, and quickly attached all the halyards and babystay forward. How lucky can anyone get, the rig was still up. It had hardly gotten dark before Bill

found the spare turnbuckle.

When you're busy out on the ocean, time just flies, and we were busy. The topping lift broke on the main boom and had that spar clearing the cockpit; the clew pulled out of another genny; then all the halyards got tangled at the top of the forestay and we had a hell of a time getting the genoa down in 40 knots of wind. Let it blow, we quit. We forgot about sailing, and retired to the quarter berth for a little fun with a bottle of champagne.

But all storms pass and a couple of days later it was calm enough for the vane to steer, for us to repair sails on our brave little dressmaker sewing machine, and to even get a fix. My stars, it came out latitude 32°5' and longitude 135° — or just a little south of the Mexican border!

Forty-four days out of Kauai and the food and water situation began to look a little grim. We had plenty of dry food, but hardly any water to cook with. A typical daily diet consisted of a shared can of peaches, a can of vegetables, and a cup of tea a day. It had our heads and stomachs reeling. Getting that thirsty is no fun at all; it felt like trying to constantly spit a fur pillow out of our mouths.

A copy of *Gourmet* magazine surfaced to add to our longing. We drooled over the pictures and planned big meals. When we started picking up commercials for Sizzler salad bars on the AM radio, it got even worse. But there's a bright side to everything; we were getting thinner.

Actually our favorite picture in *Gourmet* was a steaming cup of coffee. After we'd run out, we passed the picture around each morning to get going. Fifty-one days out we still had a bag of tea left, but all the emergency sterno had evaporated. Not to be denied, I heated up our last cup of tea with a fire in the sterno can made of wooden matches. Bill stuck his head in the cabin and said, "Ah . . . I just love a wood fire."

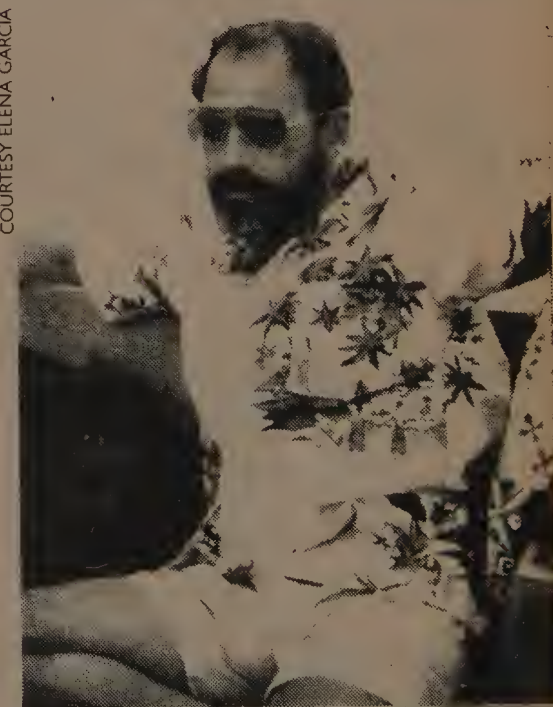
As we sat in the cockpit sipping that last cup of tea the fog lifted to reveal a grey blob of land just off the bow! It was Half Moon Bay. We bolted a can of peaches and plugged on. Ignoring the drizzle and cold we remained on deck all day, not wanting to miss seeing an inch of coastline.

As we approached the Bay the water had long lost its clear blue color, but we didn't

care. The sun was out, the chute was full, and the Golden Gate was dead ahead. We were particularly conscious of the dull rumble that grew to a roar as we neared the bridge. It was land noise, and we hadn't heard it in a long, long time.

The waterfront itself was like Disney animation. There were helicopters buzzing around checking the afternoon traffic, Alameda's Navy jets roaring here and there, cargo ships and sailboats passing us on port and starboard, and little red box ferries with hundreds of tourists circling the Bay. We hadn't seen much of that during the last eight weeks and were so intrigued we somehow overlooked dousing the chute. A couple of knockdowns in front of Angel Island reminded us. When we did drop it, we had to just sit and drift for a while, trying to absorb the sensory overload we hadn't anticipated.

Soon nothing could have stopped the completion of our long passage, for we were close enough to swim ashore with the bow lines in our teeth. No docking heroics were needed however, and we quietly slipped into a guest dock at Jack London Square and made a bee-line for the nearest restaurant.



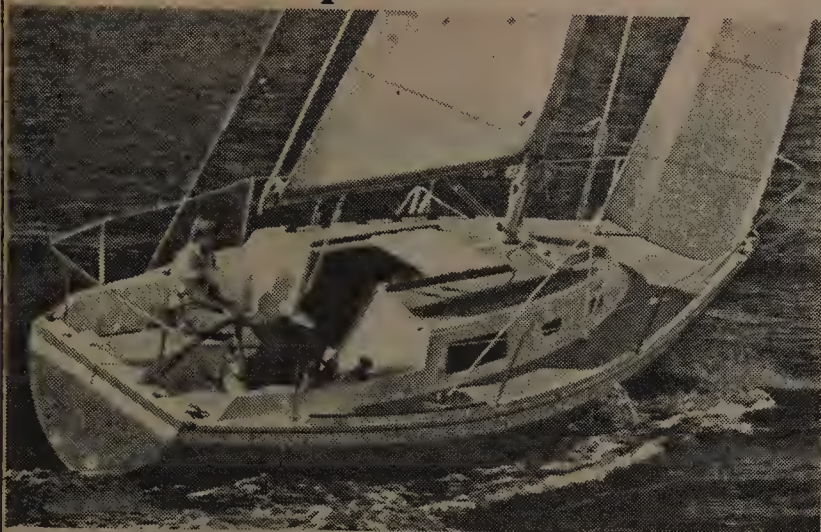
COURTESY ELENA GARCIA

Bill Pollock, homeward bound on "Tsunami".

Bill stormed the salad bar at Sirloin and Brew, ignoring the "please wait to be seated" sign. A disgruntled waiter rerouted us to a table, where in a blur of champagne we evaluated our stay in Kauai and long voyage home. It, we decided, had been like a good woman — neither cheap nor easy, and having left us with an experience we would always remember with a smile and a sigh.

— elena garcia

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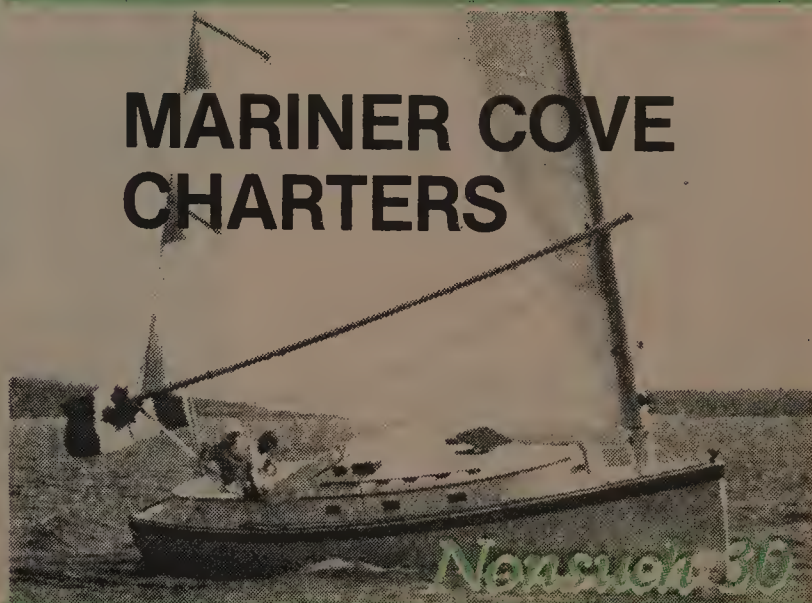
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This month we have a **Midwinter** tale about sail cloth, a look at **Bravura** and the **SORC**, this summer's **TransPac**'s, news of the next **BOC Challenge**, Bill Lee's new **Santa Cruz 70** and a note on the **Big Boat Series**.

MIDWINTERS

A conundrum is defined as a confusing problem, and that's what the folks who run the Metropolitan YC's midwinter races were faced with recently. Here's part of a letter they sent out to participants with an explanatory introduction that this was "not a part of the Sailing Instructions":

One of the two protests filed following the November 12th race alleged that a contestant had flown a half ounce chute in violation of a class requirement that three-quarter ounce or heavier material be used. The protest was not officially heard because the time required to substantiate the claim (one week) exceeded the filing deadline. In order to protect the anonymity of the parties we will identify them by first name only. Kame claimed that during the race he asked Dee if he was using a half ounce chute. Dee replied that he was not. Thus reassured that although it looked like a half ounce (weak color value, felt tip pen letters and itty bitty corner reinforcement), Kame did not fly a red

flag or file a protest. One week later at another regatta Chris was sailing the same boat Dee had before in heavier air and was observed to fly a chute with strong color value, rip stop letters and standard corner reinforcement. Zounds, though Kame, is it possible that Dee was mistaken last week and in truth was using a half ounce chute? Although the protest committee refused to hear the matter, the carefully constructed defense was explained during the post hearing libation period. The chute was made of "gossamer" which Mr. Webster defines as "a film of cobwebs floating in air in calm, clear weather", but because of the weave, 3,125 threads per inch, the cloth weighs 25 grams per sailmaker's yard or approximately 0.8 ounces which even exceeds three-quarter ounce. In the background a drunk named Kirt kept asking the stupid question, "But, what does half ounce weigh?". Failing to receive an answer, he concluded that from now on the class associations can make that decision.

Here's a bit more about the story. The confusion arose from differing interpretations of the rules of the Express 27 class. "Dee" Smith, when confronted with the claim that he was using a lighter than three-quarter ounce chute, countered with the claim that the "30-20" cloth the spinnaker was made out of actually weighed more than three-quarters of an ounce per sailmaker's yard, which measures 27½ inches by 36 inches. The "30-20" refers to the deniers, or weight of the threads used in weaving the cloth, i.e. 30 in the warp direction and 20 on the fill.

"Kame" Richards, the protestee, argued that the intent of the rule was to prohibit the use of spinnakers that weighed less than what sailmakers (both Dee and Kame are sailmakers) refer to as three-quarter ounce, or 30 by 30 deniers. Express 27 designer Carl Schumacher agreed with Kame, and the class rule has been rewritten following this incident. The plaintive inquiry of the inebriate in the background, aka MYCO race



chairman Kirt Brooks, remains unanswered, however. They could always put the sails on a scale and divide the weight by the area, but that might be too simple.

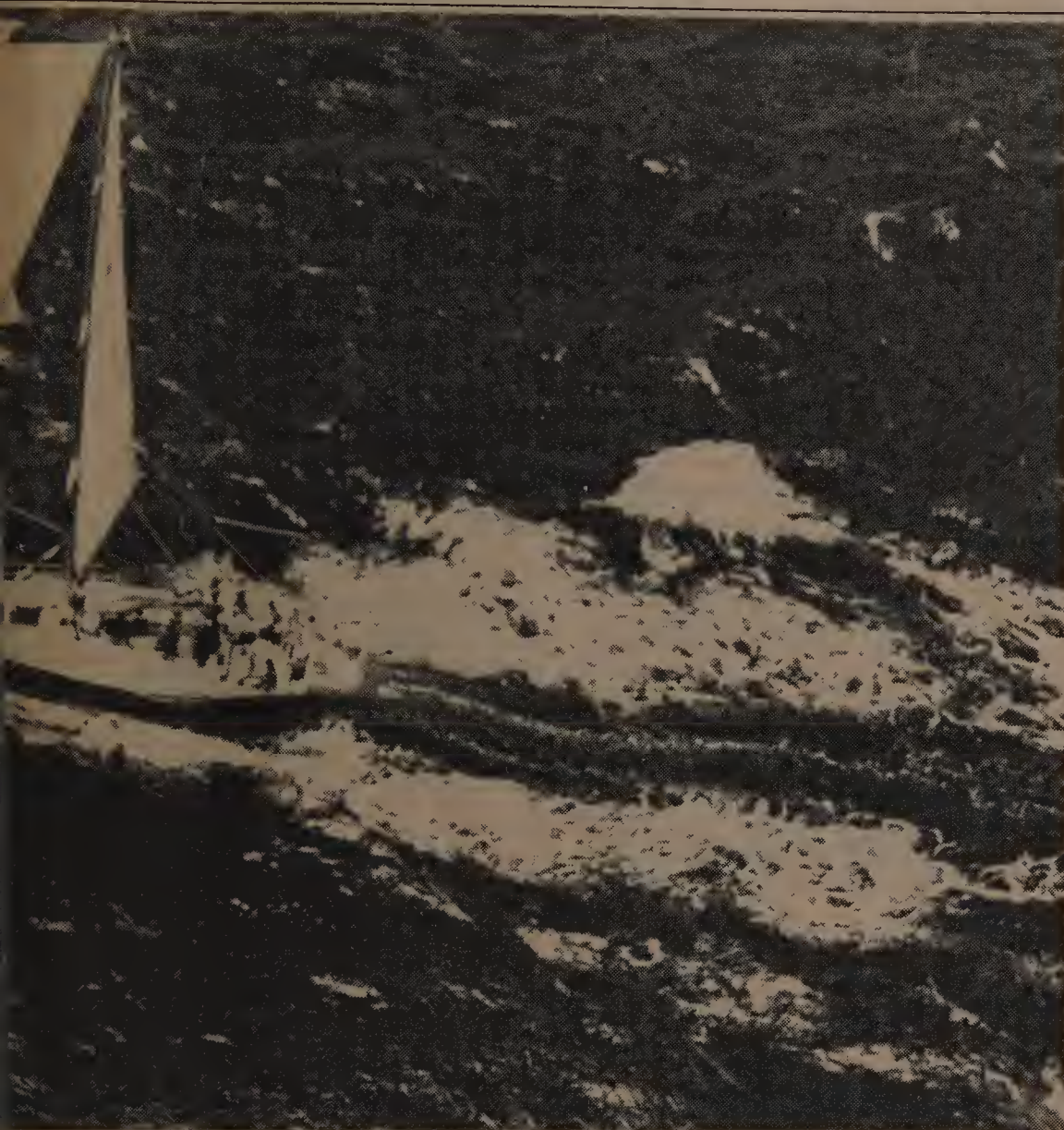
Things have not been going all that great for many other contestants in the midwinters this season. Ralf Morgan had the mast on his Express 27 *Tamen* blow up on December 10th. The first Corinthian YC midwinters on November 19th was held in pouring rain and the December 17th edition had to be cancelled when the ebb tide was moving faster than the wind, threatening to wash the fleet out the Golden Gate.

Worst hit have been the Sunday division of MYCO's series, which has been cancelled by gales twice. In order to make up the missing races, chairman Brooks has scheduled two races a day for the January 15 and February 12 sessions. The fleet has been consolidated into six divisions: 1) PHRF 0-120 plus IOR, 2) PHRF 123-150, 3) PHRF 153-186, 4) One Design-Merit 25, Islander 30 and Ranger 26, 5) PHRF 189



"Dee" Smith.

LATITUDE 38/RICHARD



LATITUDE 38 RICHARD

"Bravura" will sport a new mast and keel for February's SORC.

and above, and 6) Santana 22. Amended race instructions will be mailed to participants before January 15th. You can also get more information by calling 284-1778.

RACES FUTURE

SORC

A re-rigged *Bravura*, Irv Loube's Frers 46 from Point Richmond, will carry the Bay Area's flag to the upcoming Southern Ocean Racing Conference (SORC) in February. After winning last year's TransPac race to Hawaii, the big, blue sloop couldn't match the upwind speed of the new Frers 45 *Camouflage* in the fall Big Boat Series on the Bay. Loube, a Piedmont attorney, has since

added a new sleeker mast with shorter spreaders to bring the jib sheeting angle in-board, as well as a new keel, one just like *Camouflage*'s.

Bravura's crew will include at least two of last year's SORC heroes, Chris Corlett and Dee Smith, who led Monroe Wingate's *Serendipity* 43 *Scarlett O'Hara* of Oakland to overall honors. Others in the all-star cast include navigator Don Elliott, Ron Bartkowski, Mike Smith, Frederic Laffitte, Gary Loube, Pat Pender, Craig Nutter, Bob Billingham, Paul Ericson, Nick Givens, Bob Smith and alternates Malcolm Park and Leon Daniels.

This will be Loube's third SORC. His best showing so far was winning Class B in 1981 when *Bravura* was brand new. He and his crew hope to put on a good enough showing this year to be chosen for the three-boat American team which will represent the United States at this summer's Sardinia Cup in the Mediterranean. Qualifying trials for the U.S. team will start on January 28-29 in Tampa Bay, and performance in the SORC

will also be used as a selection criterion. The first race of the series is February 3rd, which is the St. Petersburg-Boca Grande and return, followed by February 6, St. Petersburg to Ft. Lauderdale race; February 11, Lipton Cup; February 18, Ocean Triangle; February 21, Miami-Nassau; February 24, Nassau Cup.

Bravura will also be sailing with two other West Coast boats for a regional team against similarly grouped American trios as well as teams from Canada, Germany and possibly England. Allied with *Bravura* in this effort will be Peter Tong's Frers 38 *Momentum* and Larry Harvey's new Nelson-Marek 49 *Brooke Ann*, both from Southern California.

Other boats of interest to Bay Area sailors are the Gary Mull-designed *Sorcery*, an 83-ft maxi boat [see article elsewhere in this issue], and the Tom Blackaller-skippered *Detente*, a New Orleans Marine 41. Blackaller, an Alameda sailmaker, has sailed well in recent SORC's, but hasn't been able to claim overall victory. He may be due for a win this year, especially after his disappointing 12 meter campaign in *Defender* in 1983.

1984 TransPacs

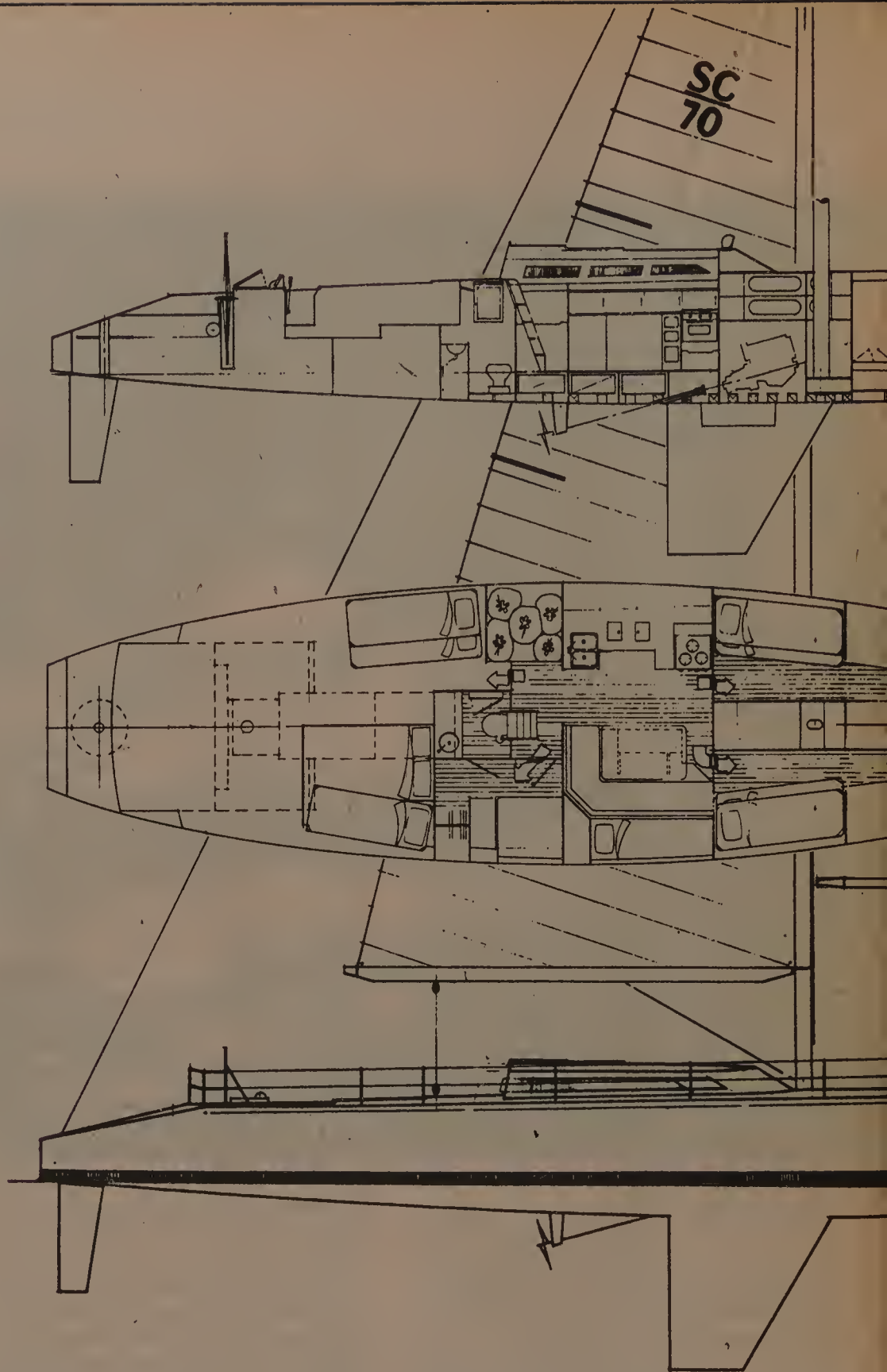
Interest in this summer's races to Hawaii continue to build. The Singlehanded Sailing Society (SSS) reports they already have four paid entrants for their race, which starts on June 16th. They are Grace Sime, who'll be sailing her new Moore 24 *Ichiban*; Arthur Beland in his New Zealand 37 *Aikane*; Steven Kornberg in the Lapworth 32 *Gershon*; and Richard Squire in his C&C 40 II *Easy Street*. Rita Gardner, SSS secretary, adds that over 70 requests for race information packets have come in, including 57 from California and even one from Australia.

Rita wants everyone to know that SSS is running free seminars for would-be TransPac'ers and others as well. The next one will be held on January 4th at the Oakland YC, starting at 7:30 p.m. The topic will be electronics, including SatNav, solar panels, radar detectors, etc.

THE RACING

Also of note to Singlehandlers is that SSS and the Association of Singlehandlers (ASH), two groups which have been politically at odds in recent years, have decided to join forces and work together on this year's races such as the ones to Drake's Bay and Half Moon Bay. You can tune up for these events with the January 22nd "Three Bridge Fiasco", a race from the City Front to the Golden Gate, Bay and Richmond-San Rafael Bridges. For information on any of the above, write to SSS, c/o Rita Gardner at Box 238, Point Station, Richmond 94807, or call Ants Uiga, (415) 326-6741 (days) or (415) 658-1194 (evenings), or Gene Haynes, (415) 523-6200. You can contact ASH by calling Frank Dinsmore at (916) 962-3669.

The crewed and doublehanded Pacific Cup Race to Hawaii, which starts July 8th, is being sponsored by Alameda's Ballena Bay YC. They too are offering seminars this winter to prepare you for the race, although these cost \$35 a pop or \$90 for the series of three. Topics range from provisioning to meteorology and will feature such experts as Dr. John Wright, Carl Schumacher, Bob



Marshall and Chuck Hawley. For more information, write to the Ballena Bay YC, 1124 Ballena Blvd., Alameda 94501, or call Peg Kampe at (415) 332-2319.

Around the World

For those of you who missed the last BOC singlehanded race around the world in 1982-83, don't despair. On December 13th, the BOC Group, an international conglomerate, announced the 1986-87 race, which will start off Newport, Rhode Island on August 30, 1986. This 27,500-mile endurance contest was quite a success last time, even though only ten of the original 17

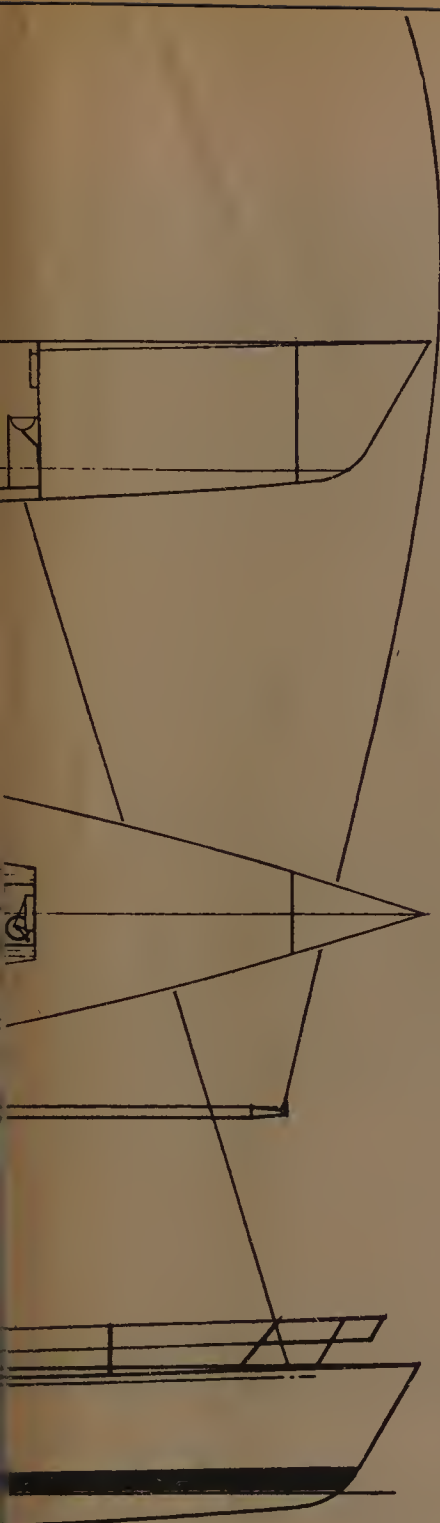
Bill Lee's new Santa Cruz 70.

boats that started were able to complete the circumnavigation. Three boats were lost at sea, but fortunately no one was killed. The race had stopovers in Cape Town, South Africa, Sydney, Australia, and Rio de Janeiro, Brazil. The eventual winner was Frenchman Phillipe Jeantot sailing the 56-ft aluminum cutter *Credit Agricole*.

One of the finishers, Santa Monica's Dan Byrne, 55, wants to go again. The retired newspaper editor says now he's got the hang of it, he figures he can do better than last



The new BOC logo.

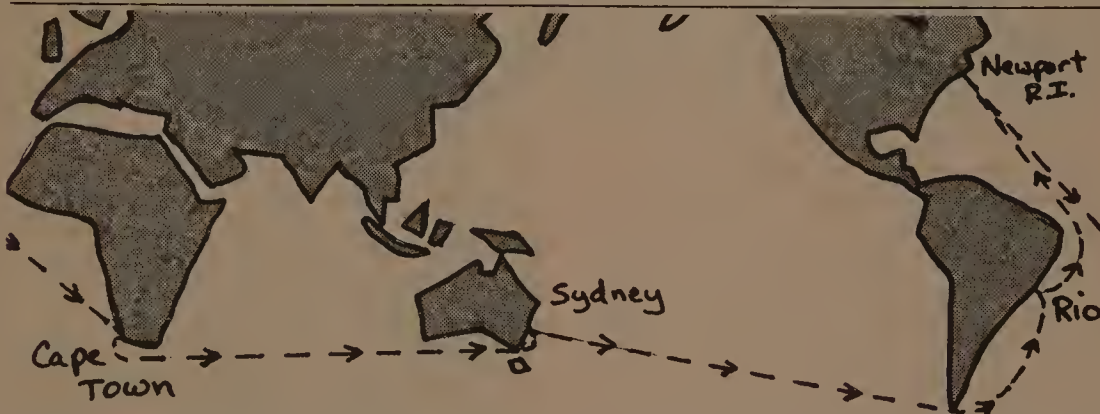


cost \$1.1 million, and he is looking for a sponsor.

Alameda's Dan Newland, who won the 1982 Singlehanded TransPac in his custom 34-footer *Pegasus*, is also looking for a sponsor for the race. He estimates his budget will run somewhat less than Byrne's, about \$600,000. He too wants a 60-footer, with a fairly plumb bow for maximum waterline and

NEW FROM BILL LEE

Down in Santa Cruz the godfather of go-fast, Bill Lee, has started work on his latest effort — a 70 footer that will not only be fast downwind, but, if all goes well, competitive upwind and able to win both first to finish



The BOC Around-the-World course.

a fractional rig that he can control by himself. The fiberglass and wood hull would be a semi-ultralight at 25,000 pounds and would incorporate elements from *Credit Agricole* such as a wheelhouse to protect Dan from the cold Southern Ocean, and water-filled ballast tanks. "It would be strictly a first-to-finish yacht," says Newland. "You need full power on all the time." If you've got some ideas to help Dan get sponsors, you can reach him at (415) 521-7172.

But, hey, why not think about doing the race yourself? It's a great way to spend nine months. You get to travel a lot, meet new people and literally see the world. For \$5 the BOC Challenge Committee will send you the information packet and an entry form. Write to the BOC Challenge 1986-87, c/o Goat Island YC, P.O. Box 122-Broadway Station, Newport, Rhode Island 02840, U.S.A.

and corrected time honors. The Santa Cruz 70, as it will be known, will rate 70.0 under the IOR rule, making it eligible for the 1984 TransPac. Lee hopes to have the first boat (which has already been sold) ready by May 1984, and on display at the June Santa Cruz Boat Show. He also plans to have four completed in time for the 1985 TransPac.

The SC 70 draws its lineage from the legendary *Merlin* and Lee's Santa Cruz 50 production model. Over the past seven years the 68-ft *Merlin* won just about every race on the West Coast and Pacific and established the "Fast is Fun" concept firmly in the sailing world. The SC 50 was a smaller version of *Merlin* and likewise enjoyed great success. This past year 50's took three of the top five spots in Class A in the TransPac and twice in the past three years the 50's have had their own one design division in the St. Francis Yacht Club Big Boat Series.

With both *Merlin* and the 50's, Lee made few concessions to the IOR rating rule. "People just wanted a boat that went fast," he says. Now, however, he also sees more in-

time when, he says, the challenge "was simple to do it. Now I want to see how fast I can do it". Byrne is already working on a 60-ft cutter with naval architect Eva-M Hollman of Vista, California. This will be the maximum-sized yacht allowed, and since the race winner is the one who finishes first — there will be no handicap — a long waterline helps. The boat will have four watertight compartments so if one chamber fills the boat will still float. "There are two absolutes in this race," says Byrne. "You have to stay afloat to survive and you have to finish to win. All my planning is directed toward achieving those objectives." Byrne figures the project will

74
22.1
67
25
1830
70

THE RACING SHEET

terest in lowering the boats' ratings in order to be competitive with other yachts built more to the rule. Part of the impetus from this new trend comes from the upper rating limit set for TransPac entries starting with the 1983 race. This change forced *Merlin*, which normally rated in the 90.0 foot range, to undergo severe handicapping in order to qualify. Even with added lead and reduced sail area she still almost won line honors, but Lee saw the writing on the wall and came back from Hawaii with ideas for his new SC 70.

With 15 feet of beam, the SC 70 will have more form stability than the 12-foot wide *Merlin*. Ballast will total 15,000 pounds. Combined with a high aspect, modern rig and up-to-date keel and rudder foils, these elements should provide good upwind ability. All up weight is only 27,000 pounds, so off the wind speed won't be a problem either. The interior features the famous *Merlin* raised settee and table so the off watch can gaze out the cabin windows and see the water fly by as they chow down.

At an estimated \$380,000, the SC 70 is a relative bargain — considering a custom, full on IOR racer like Jim Kilroy's *Kialoa* or Jake Wood's new *Sorcery* will set you back at least twice as much. That's part of the reason Lee is optimistic about seeing several of his new creations on the line for the 1985 TransPac. There should be some other 70.0 raters there too, such as 1983 winner *Charley* and the Nelson/Marek 68 *Saga*. An all out drag race between all these thoroughbreds would make for plenty of excitement!

Meanwhile, back in the SC 50 fleet, Lee is not resting on his laurels either. Recently Southern California designer Doug Peterson experimented with *Kathmandu*, hull #26, by dropped the keel 13 inches. The resulting increase in lateral surface area and lower center of gravity markedly improved the boat's upwind performance. Lee then went ahead and redesigned the whole keel for his production model. He also raised the mast two feet and shortened the J measurement

SAN DIEGO TO MANZANILLO RACE				
Here's a list of confirmed entries for the January 28th IOR race from San Diego to Manzanillo. Race chairman Sandy Purdon expects another 12 to 15 contestants, including at least four Swan boats, which will race for their own separate trophy as well as the four divisional titles and overall honors. The 1,110 mile course is from Point Loma to the Las Hadas resort in Manzanillo. Many yachts will stay on for the February 10-13 MEXORC, an IOR short and long course series. For more information, call Sandy Purdon at (619) 481-3300 or Cindy Titgen at (619) 222-1103.				
BOAT	TYPE	RATING	OWNER/CHARTERER	HOME PORT
Acey Duecy	Lee 50	65.0	Herman Moniz	Honolulu, HI
Anthem	MacGregor 65		Roger MacGregor	Newport Beach
Cadenza	Peterson 40		Carl Eichenlaub	San Diego
Checkmate	Peterson 55	44.4	Monte Livingston	Marina del Rey
Conquest	Peterson 43	33.2	Moreno/Parrin/Wilson	Houston, TX
Cygnus	S & S 47	34.5	N.G. Schmitt	Balboa
Earl of Mar	Lee 50	56.0	Kirke Erskine	Seattle, WA
Eclipse	Nelson/Marek 43	34.2	Bannasch/Crouch	San Diego
Epic	C & C 43	35.9	Ed Baumuelier	Seattle, WA
Illusion	Peterson 43	34.0	E.R.H. MacDowell	King Harbor
Kathmandu	Lee 50	59.4	John Landon	Dover, DE
Lone Star	Nelson/Marek 55		Burton Benjamin	San Diego
Merlin	Lee 67	86.1	Lingenfelder/Virgillio	Santa Cruz
Miramar	Lindblom 70	49.2	John P. Scripps	San Diego
Ms. Blu	Frers 51	38.6	Harry Thomasen	Newport Beach
Nalad	Farr 45	39.5	William Underwood Jr.	Santa Barbara
Nalu	S & S 44	32.1	Peter Grant	Newport Beach
Notorious	Olson 40	41.5	Scott Pine	Santa Cruz
Octavia	Lee 50	58.3	Stewart Kett	San Francisco
Predacious	Peterson 41	33.2	Arnold Nelson	Los Angeles
Promotion	Lee 40	41.6	Randolph Repass	Santa Cruz
Questar	S & S 44		Dr. Kenneth Olt	San Diego
Rampage	Kaufman 39	30.5	Phillip Friedman	Marina del Rey
Reliance	Nelson/Marek 41	33.0	Conner/Geraghty	San Diego
Saeta	Nelson/Marek 41	33.2	Rogelio Parilda	Puerto Vallarta
Salspuedes	S & S 43	32.4	Frederick Frye	San Diego
Sangvind	Farr 48	40.1	Jerald Jensen	San Francisco
Shinkansen	Kihara 38	29.0	Maurice Bretzfield	Portland, OR
Swiftsure	Nelson/Marek 68	70.0	N.L./S.R. Frazee	San Diego
Swiftsure	Frers 58	47.6	Sy Kleinman	San Francisco
Tomahawk	Frers 51	40.4	John Arens	Newport Beach
Tomahawk	Holland 41	31.7	John Pedlow	San Diego
Travieso	Nelson/Marek 44	35.5	Bon Kuntz	Oceanside
Upbeat	Lee 50	58.2	P. Rowe/M. Abraham	Newport Beach
Ya Turko	Peterson 42		George Antarr	Venice

by five inches. The net effect was a favorable downward drop in the IOR sail area measurement. Other changes included bumping the hull slightly (in the mold — "not a bondo job", says Lee) and moving the engine from under the cockpit to right over the keel to centralize weight. All this tweaking has been, as Lee puts it, "to retain the boat's speed while lowering the rating." Previously the SC 50 measured in at about 58.5 feet and the goal is to get it down to 55.0.

All this talk of Bill Lee making boats with the IOR rule in mind may create great distress in the hearts of ULDB purists. His boats are even beginning to have sharply reversed transoms! But as he explains it, this is what his customers want. "They not only want to go fast," he says, "they also want to do well under the IOR rule."

RACE NOTE

This year's St. Francis YC Big Boat Series, which will feature the maxi yachts such as *Kialoa*, *Condor*, *Sorcery* and *Windward Passage*, has been scheduled this year for September 30th to October 7th, which is later than normal. The reason for the change is to accommodate yachts returning from the Pan Am Clipper Cup in Hawaii, which will run from August 4-19.

There are also rumors floating about that the Big Boat Series will be only for Maxi's and ULDB's rating 70.0 feet. We find this hard to believe, since the series has such great competition in all the fleets (which include yachts down to 40 feet overall and even less). Stay tuned.

HAWAIIAN EYE

Fred Boehme, skipper of *Esperanza*, a 40-ft Yankee Clipper, left Monterey Bay in 1979 and spent a year in Mexico, a year in the Marquesas, Societies, and Tuamotus, has written a cruising guide to the South Sea islands. He hopes it will make similar passages easier for others. His book is in spiral notebook form, with illustrations of bays and moorings, information about local

races.

Some say the beer races are called that because of the trail of beer cans from start, to mark, to finish (Hawaii YC pier, out the channel, west a mile or so to the buoy outside Honolulu Harbor and back), others say it is because win or lose, the entire crew is usually beer-can-in-hand for the finish.

Frankly, every would-be sailor in Honolulu plagues these people for a ride on Friday night, because it is good fun.

A great place to watch the race is the Texaco Dock on the Diamond Head side of the channel, or the tip of Magic Island on the other side. Summer evenings the spinnaker start with setting sunlight on the sails is enough to make an amateur photographer



LATITUDE 38 RICHARD

grocery stores, pubs, gas and diesel availability, native attitudes, and other information useful and necessary to the mariner. Fred was extremely dissatisfied with the available written material, so he started compiling his own guide early in the trip. By the time he reached Hawaii he was ready to write and draw the final renderings. Jo Lawlor, first mate of the *Esperanza* for the past year, typed the manuscript.

Some of the out-of-the-way ports Boehme describes in the book — available through a *Latitude 38* classified ad in this issue — are Katiu, Faaite, Makema, and Fakareva. He gives tips on what to bring along — instead of glass beads — to trade or give to the natives. We asked what, and he said rock 'n roll cassettes, ladies' jewelry, new t-shirts.

The 160-page guide has information on mailing arrangements, banking, bonds, visas, weather patterns, and necessary equipment. Fred highly recommends having a good ship to shore radio — that it is much more important than a SatNav. Jo claims he says that "every other page" in the cruising guide.

Race season over here in Hawaii finished for class boats until January. It's not that our weather craps out on us, because our bad weather is like a pleasant evening on San Francisco Bay — hey, I used to live in Sausalito, okay? But we still continue to get the boats out every Friday night for the beer

The Ala Wai as viewed from the Ilikai.

swallow his light meter.

Prizes are bottles of champagne and prestige for a week. Holes in sails — common side effects — and the amount of non-sailors taken along for the thrill is sometimes calibrated in determining "who should have won it". *Moonshadow* doesn't win very often, but they usually take the most "tourists" along. *Carrie Ann V* wins a lot, but they have nine owners, and a steady crew. *Libalia Too* can be competitive, or silly, depending upon the crew on a particular night. This last week they were the latter, performing a U-turn in the channel in order to cover *Carrie Ann V*, which was operating with two regulars and an assortment of semi-sailors.

The little boats, the J's and the Cal 20's, are given a ten-minute head start. When the 68-ft *Charley* raced with us last summer, they gave everyone an extra few minutes lead — but not enough to win. *Nene*, a J-24, is a small boat that has been known to come in first.

Gerontius — sistership of the Bruce Farr *Carrie Ann V* — carries teenage trainees who are often more serious than the beer-swilling crews of competing craft. She's a good bet for a visiting racing sailor who might want to trip down to the dock about 4:30 on race night and ask if there is space. Dr. Bill Alexander is owner and skipper — and for heavens sake don't tell him I sent you.

Some recent entries in the 1984 Pan Am Clipper Cup Series are *Checkmate*, *Kialoa*, *Seaquesta* and *Challenge*. Monte Livingston will have a chess knight on the spinnakers of his new boat as with his last, but the boat will still sport the dark green hull of its old identity, *Bullfrog*. *Kialoa*, the first maxi to enter the 1984 Cup, acquired a new keel in England. England? We thought everyone was heading down to Australia for new keels this year.

Speaking of Australia, the *Seaquesta* and *Challenge* entries assure us that that part of the world will be heard from again this coming summer. When the boats come into port we may have to run snorkeling tours to look at their keels — do they, or don't they. only their boat designer knows for sure . . .

Clipper Cup general Chairman Ken Morrison reports that Albert Bull of Germany has made inquiries regarding the IOR rated (51.5) yacht *Saudade*, and Victor Forss of Sweden will be sending his two Admiral's Cup yachts *Carat* and *Bla* (pronounced "blow") *Carat*. If the maxi *Midnight Sun* confirms, then Sweden will have a full-fledged team in the competition.

Waikiki YC received the St. Petersburg YC Trophy this year for excellence in race management for the 1982 Pan American Clipper Cup Yacht Series.

— lynn nakkim

CHANGES

With reports from **Deliverance** in La Paz; **Vagabundo** in La Paz; **Orient Star** in Tonga; **New World** on her way to Saipan; **Venture** from Australia in Vallejo; **Nai'a** in Dana Point; **Marlatt** in Turtle Bay; **Broad Reacher** in San Diego; **Ram** in Papeete; the **Bora Bora Yacht Club**; **Iolanthe** in Abaco; **Serenity** in La Paz; **Ano Nuevo** in Abaco; **Sunny** in Cat Harbor; and a host of others out on the ocean.

Great Cruising Misconceptions Chapter 71

It's common for people not used to ocean sailing to believe that cruising is going to be all pleasure and no pain. They learn soon enough that it's much more of a balanced program.

Those cruising toward the tropics often sail under the additional misconception that the tropics will mean no clothes and lots of sex. The good news is that you don't need many clothes; the bad news is that you don't want much sex.

The folks who spent the summer in boiling Puerto Escondido tell us that those with the opportunity for sex often didn't avail themselves. See the photograph of the two hands spanning these pages? That's not some above-the-shoulders game of footsie, but rather what passed for uncontrolled passion in the hurricane hole. Ordinary sex was generally of the "You can look, but please don't touch" variety. It's just too hot.

Still wanna go?

— latitude 38

Deliverance — Tayana 37 Pilothouse
Jerry Brandmueller (Sacramento)
Joe Heiner (Santa Monica)
Ellen Moore (Tiburon)
Marsha Babeski, Captain (At large)
John & Dorothy Brandon (Davis)
Loretta Davi (Fair Oaks)

We had Thanksgiving in Cabo and are now in La Paz.

We spent nearly one month making our way from San Diego to Cabo. I'm glad we did because we meet a lot of nice people and had some wonderful experiences.

In addition to stopping at almost every anchorage, we combined our sailing with fishing and scuba diving. While sailing we trolled with a red and white or green and yellow feather. This was attached to 15 feet of 100# test leader and 50 feet of parachute cord — with a bungee in line to absorb the shock. By and large the most plentiful catch was bonita,

but we did also catch sierra, yellow fin, yellow tail, dorado and a couple of "I don't knows". The green and yellow feather worked best. Of course, a kiss for the jig and a little ceremonial dance helps!

After contemplating the possibility of poisoning by *el cocinero*, I decided to share his secret to good barbequed tuna:

Marinate one hour in olive oil, parsley and garlic. Do not preheat grill. Brush the grill with oil and place on barbeque when ready to cook.

We discovered the following chart errors: U.S. Chart #21011 shows printing but not the actual location of Roca Ballena and Bojos Wright — both off of Alreojos. Alreojos means "open your eyes", and it's well-named due to the reefs in the area. Roca Ballena is located about where the "a" in Ballena is shown on the chart. Bajos is off the point of Alreojos on the ten fathom line, about three miles from land.

The *Chart Guide for Mexico West* shows buoys with alpha i.d. in Magdalena and La

Cabo survivor "White Cloud".



LATITUDE 38/RICHARD



"Is it . . . ah, ah . . . as good for you as it is for me . . . ah, ah?"

Paz. These are now numbered sequentially.

Other tidbits. The best fuel is at Magdalena Bay at the dock for \$.40 per gallon. There were no dirt or water problems. The best water is at Cedros Island. It's free from the cannery manager, Mr. O'Hara, at the dock inside the breakwater.

— the crew

Vagabundo — Bristol Ch. Cutter
Betty and Richard Bower
La Paz, Baja California Sur
(Vancouver, British Columbia)

We're happy to be 'home' in La Paz after spending the summer in British Columbia, and will soon be cruising Mexico's west coast and on to the South Pacific in the spring.

At this time of year, mid-December, we're thinking of our fellow Cabo Survivors, wondering how they spent the anniversary of December 8th. We had a delightful dinner aboard *White Cloud* and toasted our continual survival with Paul and Susan. Although *Elan* and *Ayorama* are also in La Paz, the surviving crews were out of town on the 8th. We understand *Pisces* was in Puerto Escondido and Jerry and Gail of *Sea Wren* are doing Baja in their motor home. At least three sets of beached survivors are in the general area. We have been in touch with others throughout the year — glad to hear from Bob and Dana, *Dans'l*, through the



December *Latitude 38*.

We have told our shipwreck story many times to the folks back home and always commented on the closeness of the survivors after the disaster. We'll always have some kind of bond with those who shared that experience.

On our way south of La Paz, we stayed in San Diego for a few days with Bob, *Moonfleet*, lost at Cabo, and his wife. We phoned the other Cabo Survivors in the area to arrange a get-together, including Stan and Mary Valentine, *Windancer*, who now have a Tayana 42 also called *Windancer*. Mary said Stan was out and they would phone us back that night. Can you imagine our surprise when a mere 45 minutes later someone arrived asking for us — a messenger sent by Stan and Mary. It was a process server, doing his duty and serving us papers in the lawsuit brought by the Valentines against us and *Vagabundo* to the tune of \$200,000. They claim we were negligent in looking after our boat and were the cause of *Windancer* being wrecked on the beach.

We were shocked to say the least, especially since we had corresponded with them over the summer. They wrote that they were looking forward to seeing us on our way through San Diego. Well, they sure were, especially since they filed the lawsuit in July. We won't go into all the details of what happened last December 8th except to say that we had been anchored for several days at Cabo before *Windancer* arrived and anchored behind us. When we began to drag

toward the beach, Richard notified Stan on the VHF (at least 40 minutes before we collided). At this time, our prop was fouled but their engine was operational. As we got closer to *Windancer*, it looked like we would

sible for their boat hitting the beach. In fact, every boat anchored as close in as *Windancer* ended up on the beach. That evening was a nightmare and many boats collided with each other but as far as we know, this is the only legal action undertaken. Obviously this lawsuit is related to the fact that we were insured at the time. Even so, having to deal with the insurance company, lawyers and courts could put a severe dent in our cruising plans, let alone our peace of mind.

From now on, we not only will be cautious of where and how we anchor, we will be especially critical of how others anchor around us, and perhaps even who they are. Another lesson learned.

— *betty and richard*



glance off her side but her bowsprit came crashing down through our gallows, taffrail and boomkin. As this was happening, Richard raced up to the bow to let out scope and we bounced off her starboard side before we were free.

At the time there was no apparent damage to *Windancer* who hit the beach some hours later, nor was there every any indication from Stan and Mary in the days and months that followed that they felt we were respon-

“*Vagabundo*” on the beach in December of 1982.

**Orient Star — Cheoy Lee 50
Ernie and Pauline Copp
Kingdom of Tonga
(Long Beach)**

The farther west we get, the more scarce roller furling sails become. But I don't know why.

I've had roller furling genoas on my 50-ft

ketch for ten years, and the last five have been with reefable roller furling genoas. I've also had a roller furling main and mizzen for the last four years.

Now if I always sailed with four or five crew, I would not have roller furling sails. With that many people you need the work conventional sails require to keep the crew from getting bored. But since I only sail with one or two people beside myself, I think roller furling sails are the safest thing ever developed for small crews.

A lot of people, including some that have sailed this far, don't seem to understand there are times when the state of the wind and sea won't allow you to come up into the wind and take a conventional main down. If you never had to pull down a 600 square foot main full of 50 knots of wind by yourself, let me tell you it's like trying to pull stucco off the side of an office building. But with external furling gear and a self-tailing winch for both outhaul and furling line, it is no problem at all.

I was told by a good friend who had the trouble, that the friction on the side of the slot on an inside-the-mast system can be a problem. I have an outside furling system, so I don't know about that.

But I think safety is the big reason for roller furling. We all get tired and leave regular sails up longer than we should, or don't reef them as soon as we should. But with my roller furling, it is so easy that my wife can do it.

But the biggest safety factor is that you never have to go on the foredeck. We have all our lines led back to the cockpit, so the only reason we'd have to go forward is to set a pole for running. I set my pole independently of the sail, guyed forward and aft, and pass the genoa sheet through a running snatch block. This allows me to reef or furl the genoa without taking down the pole.

It's true with roller furling sails you lose a little area along the foot because the clew must be higher than the tack to furl smoothly. But I've never really noticed the loss. In fact I've found the loose-footed sails to be



DEBBIE DELIGHT

Anne Norman driving "Nai'a" back to the mainland.

just as efficient on the wind and quite a bit more off the wind. Besides being able to make infinite adjustments on the outhaul, in light airs I leave the boom in the gallows and broad reach with the main sheeted to a block on the quarter.

One of the most common misconceptions about roller furling sails is that they are apt to unfurl the moment you turn your back on them. This just isn't so. The only way they can unfurl is if the furling line comes untied, and that's a problem with the sailor, not the sail. Of course in hurricane conditions you should take them down to reduce windage, but if they are properly furled tightly, they will stand a lot of wind.

A second misconception is that roller furling systems are delicate. But, the only problems I've found are man-made. The Hood Sea Furl system I have for my genoa has been great, the only problem being that the sealed bearings in the drum froze up in salt-water because the grease in the grease cavity could not get to the sealed bearings. But once I removed the inner seals so the grease could get to the bearings, it's been fine.

My main and mizzen are on Hyde Systems furling. The bearings on those froze up too when Pacific Riggins, who installed the system, put in the wrong kind of grease. Repacked with the proper grease, I've had no problems.

For as many miles as I've used them and and much work as they have saved, I consider the problems above to have been minor. For people considering purchasing roller furling to an ocean cruise, I would recommend buying one size larger than the normal recommendation for daysailing. (Of course one size bigger for ocean sailing applies well to almost everything).

I will gladly listen to anyone's opinions on roller furling, both pro and con. But I will only respect the opinions of those who have used such systems on long, short-handed voyages.

We're in Tonga now, where the people are so friendly we've forgotten how resentful people were in Papeete.

— ernie copp

Nai'a — 50 CSK Catamaran Debbie Delight Honolulu to Dana Point

Debbie Delight, a part-time resident of both the Bay Area and Hawaii, says all of her clubmates at the Waikiki YC in Honolulu told her it was crazy to sail to the mainland after September, but she feels differently following a 15-day passage starting on November 15th. After clearing the islands, *Nai'a* headed due east and made a beeline for California, enjoying clear weather and 15-25 knot winds the whole way. The 20-year old wood and glass cat averaged 8.5 knots. Debbie reports they also caught over 200 pounds of fish, including mahi mahi, yellow fin and a 55-pound sailfish. "It was a country club cruise," says Debbie.

Nai'a's first attempt to make the crossing wasn't as successful. With owner Harry Norman and his wife Anne onboard, the cat set out on October 20th, but ran into a Force 10 storm 400 miles out. Norman developed severe *mal de mer* and made the decision to turn back. As they ran with the storm, the 3/4" stainless bolt holding the upper shrouds in place sheered off. Skipper Al Reid, 60, one of the sailors who helped the



DEBBIE DELIGHT

"Nai'a's" had problems with the rigging on the first attempt when a stainless steel bolt sheered off.

finding out what to put in his coffee, so the conversation lagged. Nonetheless the Commandant continued to wear a very kind and sincere smile.

The captain was rowed back to the boat, and explained that he had no registration for the gun. We convinced the Commandant that our potluck crew of four Americans on this Canadian-registered boat were ignorant as to the existence of cartridges for the terrible thing he had found. And, he believed us. But he kept muttering "mucho problema".

We fed him a nice lunch, and he rolled the spaghetti sauce into the last of our tortillas. When he was done we offered to consign the gun to Davey Jones. But no, that wasn't what he had in mind. We told him to take the gun to town, give it to the big stick, that we didn't want it. That wasn't a satisfactory solution either.

The Commandant told us that he should contact the Canadian Embassy. Frankly we didn't think that was very practical, because for one thing there are no phones in Turtle Bay. Our potluck crew of four Americans was getting nervous. So we fed the Commandant graham crackers while he told us about his mother, his father, his girlfriend, and his shower.

He liked our sound system and our Kenny Rogers tape. The tape fit nicely in his pocket.

It was late afternoon by the time the Com-

mandant washed the last of the graham crackers down with the last of the Dr. Pepper. He was sitting in the cockpit with our most patient crewmember, while the captain checked his wallet. The Commandant seemed to be playing a strange game of charades with the crewmember. We were pretty sure the Commandant was going the win the game because he had the gun in his lap.

As the sun set we felt lucky the Commandant did not have his pajamas with him. But somehow he finally managed to get across that he needed a big plastic bag and a roll of tape. We found these items quickly. He put the gun in the bag, and taped the bag shut. We started breathing a little easier. A few minutes later he dug around in the captain's cabin and selected a nice little hiding place for the bag with the gun inside. It was covered with clothing and towels.

Our captain checked his wallet, and liberated a handful of \$10 bills. The Commandant accepted our gratitude for his help in concealing this awful social breach we had committed. Then our patient crewmember rowed him ashore.

The Commandant had been on our boat for over four hours. Later I found out that another yachtie had served him prune muffins. He didn't hang around their boat too long. But we know for sure he's a regular guy now.

— rosalie j. peck

Rosalie — We don't completely understand why you portray the Commandant in such a belittling fashion. He has every right to search your boat. And to have done so — especially after finding a gun — in such a leisurely fashion is not at all unusual south of the border. You should be thankful that you weren't a foreigner who got caught smuggling contraband into the United States; four hours would have been nothing.

And incidentally, carrying a gun into Mexico is no "social breach", it's against the law. And unlike the United States where laws are

cat *Double Bullet* set the speed record from Los Angeles to Honolulu last summer, went up the mast in heavy seas and jury rigged a repair.

When they got back to the Ala Wai harbor, it took two weeks to straighten everything out and try again. Norman decided to fly back, but his wife went along and kept Debbie and the three others well fed with fresh baked goodies. Debbie adds that they steered the whole way. The only problem was the stowaway furling rig for the mainsail, which got stuck with the main halfway out and required another trip up the spar to fix.

— latitude 38 — suc

Marlatt — 47-ft ketch The Guns of Turtle Bay Rosalie Peck, et al

On November 20, 1983, the captain of *Marlatt*, the Canadian ketch I was crewing on, put into Turtle Bay, Baja, to present his ship's papers to the local authorities. That's when things got hairy.

While the skipper was left on the pier to chew his nails, one of the crewmembers was required to row the local Commandant out to the boat. The young Commandant had a nice insignia on his sleeve and a gun that would have done nicely for an elephant hunt. But he wasn't looking for elephants. We could tell because he kept looking in a lot of nooks and crannies that a elephant couldn't have fit in.

The gentleman checked out duffel bags, drawers, lockers, and all the hidey-holes on the boat except one. And sure enough, during this search he found a "mucho problema" that had fallen down inside the captain's hanging locker. It was a gun. When the Commandant pulled the weapon out from its hiding place, everyone's deodorant suddenly went on overtime.

The Commandant sat down at the table and I served him coffee with cream and sugar. He smiled, and he drank the coffee. I'd used up most of my Spanish vocabulary

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just rough guidelines for those who don't want to support lawyers, in Mexico laws can mean something. Last spring a yachtie with a shotgun on his boat in Turtle Bay did some time in the slammer.

For those headed down to Mexico, the officials at Turtle Bay are again being more thorough than authorities in most ports. Charley, for example, was boarded by a group of Federals with machine guns in November. It was a little tense in the beginning, but then the beer and food flowed, and soon enough the Federales were posing for pictures with the machine guns, pretending they were pulling a shakedown.

Be polite, patient, friendly, and clean, and you should have no problem.

Iolanthe — Freya 39 The Dawson family Abaco, Bahamas (Peninsula)

We are now at anchor in Marsh Harbor, Abaco, Bahamas, and slowly working our way south as it gets colder.

After spending the last winter in Florida, we traveled north during the spring and summer, going as far as Mt. Desert, Maine, with as many stops along the way. If it was historic, scenic, or an obscure listing in a guide book, we tried to see it. We are now steeped in American history and would recommend the trip to everyone.

Our future plans are to winter in the Bahamas and then either work further south or go to Bermuda. We have found the most definitive answer to "whither bound?" is "... maybe".

Most of what we've learned in the last year has been written about before by others with vastly wider experience, but we have found the following to be of value to us:

Put your biggest anchor down first. This simple act often precludes many anchor drills at midnight, which is when most storms seem to blow through an anchorage. A corollary to this is that no anchor is ever big

enough when the wind gets over 40 knots.

A dinghy that can plane with you and your crew aboard is a must. In our case it required a 15 horse engine and a sizeable inflatable, but it has paid for itself time and time again. It is hard to convey the difference such a dinghy makes in your cruising, but take our word for it.

Educating your children is hard work, but a good correspondence school will help fend off insanity. Our children are nine and six years, and we are presently using the Worldwide Education System — or W.E.S. — Strode House, 44-50 Osnaburgh Street, London NW1 3NN, England. We highly recommend the program. We used the Calvert School last year, and it was also good.

We've just about finished our first year afloat and are looking forward to the second.

— the dawsons

Serenity — Westsail 32 Ken and Shirley Stoeckmann La Paz, Baja (San Leandro)

We left San Leandro in early September and made a non-stop trip to San Diego. We spent two months at Harbor Island, then in

In the Bahamas conch shells are so plentiful they're used for land fill.

early November headed for Cabo San Lucas.

Generally speaking the trip to Cabo was nice. There was wind the first four days; then the wind stopped, and the engine and the Autohelm both conked out. It took two more days to get there.

After a couple of weeks in Cabo we sailed up to La Paz for repair time. I think we've got it all back together, so if the weather permits on the 3rd of December we plan to sail up to San Carlos.

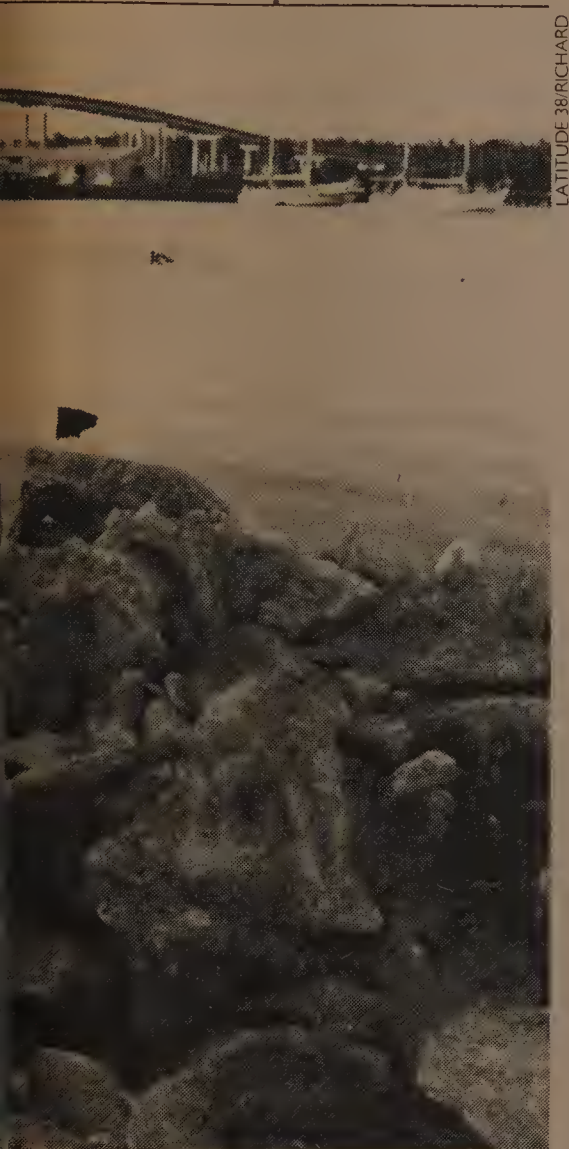
We're hoping to arrive in San Carlos during the day and with an engine, neither of which we've been able to do in Mexico yet. We're going to try the Sea of Cortez, after that our plans are open.

— kenneth and shirley

Ano Nuevo — Cal 35 Linda Lancaster, Debbie, & Al Ward Abaco, Bahamas (Santa Cruz)

Ano Nuevo now has 1500 miles under her keel. We left St. Petersburg, Florida, in





LATITUDE 38/RICHARD

Fort Lauderdale, where we waited out tropical storm Barry at the Lauderdale Yacht Club.

On August 28th we left Key Biscayne for Bimini in the Bahamas. Since then we have visited many of the Bahamas and met many other cruisers — although none yet from California. We are enjoying the native dishes: cracked conch, conch fritters, peas and rice, grouper fingers, lobster, and wild boar.

By mid-November we hope to be heading south to Turks and Caicos, the Dominican Republic, and Puerto Rico. We miss all of our friends in California, but the water is warm, the rum cheap and we're having a great time.

— linda, debbie and al

Sunny — Peterson 44

Jim Dirksen

Catalina on Labor Day

(Santa Cruz)

Not a Chinaman's Chance.

Cat Harbor in Catalina — with hardly any boats at anchor.

mid-August, after a trying time commissioning her.

Our first stop was in the Dry Tortugas, a National Monument 20 miles west of Key West. We visited Fort Jefferson, the largest brick fort in the western hemisphere, and then continued on to Key West. We visited several of the Florida Keys on our way to

Under protest I left San Diego last year for a Labor Day weekend on Catalina Island, knowing full well it would be a zoo. From all reports I'd heard, it is an annual affair for many yacht clubs, sportsmen, etc., to make the 80-mile run from San Diego or the 25-mile jump from Newport, Long Beach, or Marina del Rey to Catalina.

After making all the preparations we left San Diego at 3 a.m. to make the Isthmus during daylight. This trip itself proved to be uneventful, and we arrived after 16 hours of motorsailing. We stayed there on buoys until Friday, at which time we left to go pick up my sister and her son at Avalon.

Many boats kept arriving and I was a little concerned at the number, but had decided that after picking up my sister, I would continue on to Catalina Harbor on the leeward side of the island from the Isthmus. My thinking was that since this was open to the sea there would be less boats looking to stay there.

We picked up Sue and her son, and continued around the rougher west side, and eventually pulled into Cat Harbor. There it seemed we were racing about 18 other boats to get a good spot to anchor. We finally spotted a place near the rocks on the north shore. Weaving our way through the many already anchored boats, we noticed a run-down powerboat near the spot we picked did not have a stern anchor. "But doesn't everyone have to have a stern anchor?" Sue asked. "Everyone but that guy," I answered.

We did anchor between him and the shore, but decided to run another anchor out from the bow to the shore because the Chinese gentleman in the powerboat was swinging wildly through the fleet (because he had no stern anchor), oblivious to everyone around him. He and his family were intent on all the rigors of fishing from deck chairs.

After an hour of setting anchors, two bow and one stern, I felt satisfied that no matter how much the powerboat swung, I was clear. I did feel that he was taking up several spaces that were rapidly going to be in de-



LATITUDE 38/RICHARD

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LYNNE ORLOFF-JONES

Roger and Diana touching up "Venture" in Vallejo.

mand, however, as space was getting scarce.

The next day, Saturday, more and more boats kept anchoring around us, and no matter how blunt the comments made about stern anchors, they seemed to go right over the Chinese fellow's head. He was still fishing.

By Saturday afternoon there were close to a thousand boats anchored and rafted up in Cat Harbor, with no end in sight. Needless to say, the boats kept anchoring closer and closer together.

The wind was now off the north shore, setting us all a short distance off the rocks — especially the single-anchored boat. Well this opened up what looked like choice spots for late arrivals, and soon the powerboat was tightly surrounded by anchored boats.

All of these newcomers were warned by their neighbors that the powerboat had no stern anchor, but as long as the wind was out of the north there seemed to be a lot of room. I warned them of the powerboat's previous big sweeps through the anchorage, but the new arrivals were too busy partying to show much concern.

It turned out to be a beautiful evening at Cat Harbor until we were having drinks in the cockpit and heard the roar: "Hey, your anchor is dragging!" Much profanity followed, as well as banging of boats.

The Chinese gentleman's powerboat had made another swing on his bow anchor, and had smashed into a powerboat and two

small sailboats. On came everyone's lights, and people all around descended on the powerboat to try and help. All came with good intentions, but having had a few drinks and with too many bosses, the poor owner looked bewildered.

The show lasted about two hours, with people falling out of dinghies, lines getting tangled in props, and an array of anchors leading every which way. The Chinese man lost the oarlocks to his dinghy, which itself was turned over, and had his boat rail busted up by anchor chain. He spent all the next morning trying to pull up the anchors with his wife, son and daughter. Finally several of us rowed over to give him a hand.

Mortified by it all, he left Cat Harbor. We were only a short distance behind him.

— jim dirksen

Venture — Boielle 50-ft sloop Roger Donovan and Diana Fitch Vallejo (Australia)

Nature took its course while Diana Fitch was visiting her father in the Solomon Islands. There she met Roger Donovan, a New Zealand cruising yachtsman, and by the end of her holiday she had signed on as first-mate. However it would be several months

until she could join *Venture*, having to return to Sydney first and finish college.

Roger and Diana's voyage together began in Api, Western Samoa, then continued through the Cook Islands. They bypassed Milk Run stops in Tahiti, and called on Palmyra before making a passage to Hawaii. *Venture* buddy-boated from Hawaii to California with Berkeley sailors aboard *Shadowfax*.

Considering all the nationalities cruising in the South Pacific — French, Swiss, German, etc. — Americans, and Bay Area sailors in particular, are the majority. Before voyaging, Roger and Diana had a distorted picture of Americans due to stereotype tourists who visited their hometowns. They claim these Americans literally wore ten gallon hats, puffed on cigars, and bragged about the United States' role in World War II.

That negative opinion was favorably revised after experiencing American friendship, generosity, and concern out on the ocean. In fact, it's one reason they're visiting the Bay Area — in winter, no less.

Most United States sailors they met in the South Pacific ranged in age from mid-twenties to early thirties. This group usually lived on a shoestring budget aboard boats no larger than 35 feet. Frequently skippers started out solo and eventually found a maiden for companionship. Middle-aged folks were in the minority, and retirement aged sailors a rarity. An exception was two 55-year old American ladies in Pago Pago, who were having a ball cruising in a tiny 25-foot sailboat.

Without self-steering, Roger signed on additional crew members for long passages. (Twelve days from Palmyra to Hilo, and 15 days from Hawaii to the States). He's one of those rare skippers who'll take inexperienced hands, like Diana, and train them. It's not that Roger's anti-autopilot, but New Zealand insurance policies won't cover boats with self-steering devices. Apparently they feel a human helmsman can prevent reef-encounters better than an unattended mechani-

cal/electrical pilot.

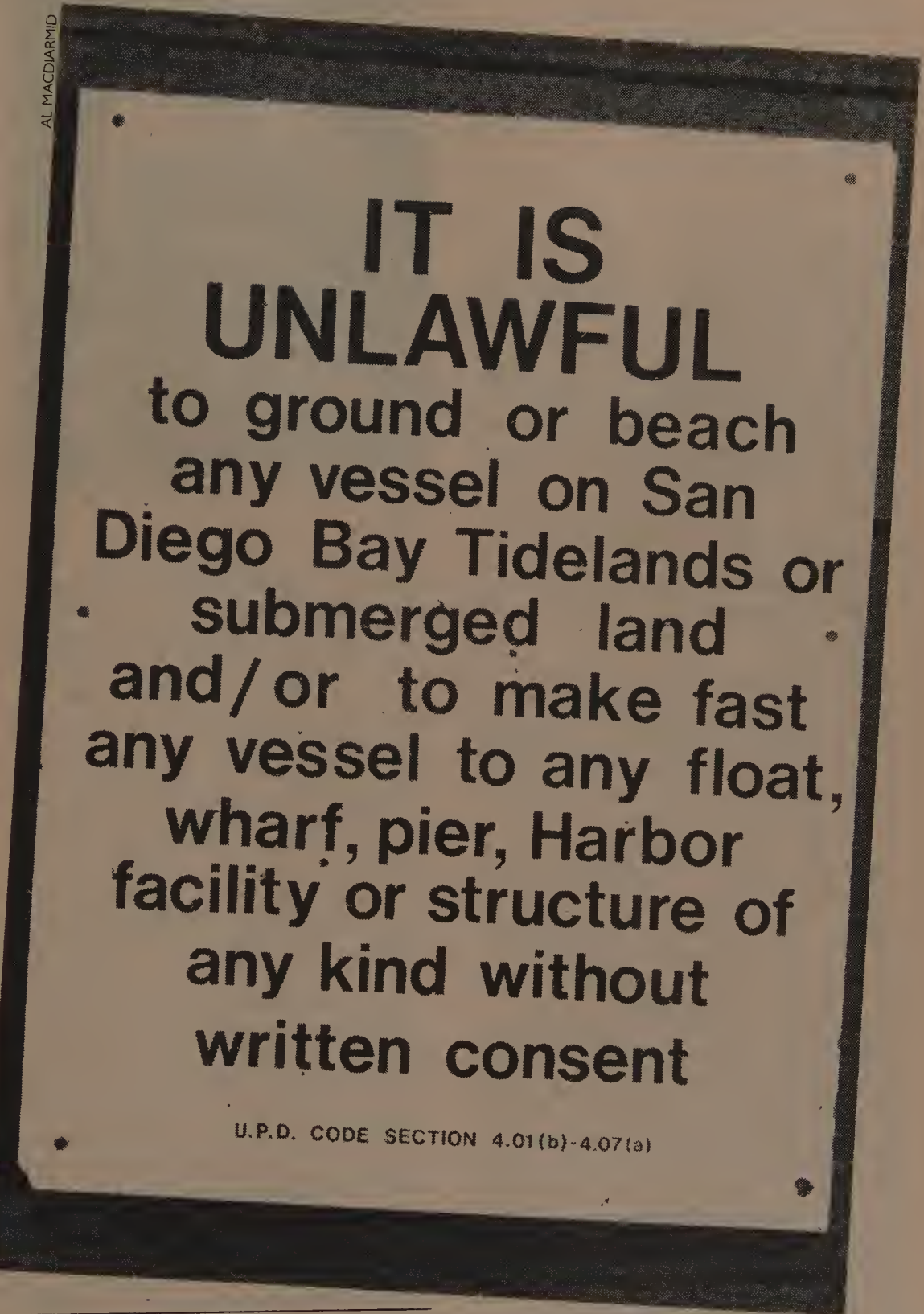
Entering foreign ports is part of life afloat, and the folks from Down Under found clearing U.S. Customs at Hilo refreshingly expedient. Officials were polite above and beyond the call of duty, and made personal efforts to help them get acclimated. But then Hilo officials have always enjoyed a good reputation.

It cost \$7.60 to enter the United States, which in Hilo this includes a Hawaiian cruising permit. Another \$15 fee covers a cruise permit to enter U.S. waters, which begin three miles west of the Gate. Finally there's another \$15 fee for a West Coast Cruising permit. After physically arriving in the States, it's necessary to check into customs and immigration.

Venture arrived in San Francisco on October 28, 1983, and overnighed at Angel Island. Not sure where to go, Roger asked a park ranger for recommendations. When the ranger learned Roger was a Tauranga YC (New Zealand) member, he explained club reciprocals, and then phoned San Francisco YC, and made arrangements for visitor accommodations. The voyagers received a warm reception, particularly from Frank and Dee Moss, who drove them around and shared homecooked meals, including Thanksgiving dinner.

After a lengthy passage Roger feels an overseas yachtsman usually needs one week to rest and get his landlegs. Additionally, he needs time to reprovision and make arrangements for repairs (general maintenance or whatever). This orientation period takes time and money. Therefore, Roger thinks an ideal situation would be for yacht clubs to have a special clause that allows foreign boats a two week "gratis" guest berth, instead of the standard 72-hour reciprocal. "This is not a complaint," he emphasized. "I'm merely pointing out a voyager's needs."

With a little help from their American friends, the cruisers selected a Vallejo yard to haul out. Although it was an uneventful trip crossing San Pablo Bay, Roger and Diana



Sign of the times — and sentiment — in San Diego.

were amazed at the strong current and amount of shoals in the Bay.

An overnight layover at Vallejo YC proved to be one of Roger and Di's fondest memories thus far. The reception was a

repeat of the one received at San Francisco YC, but even grander. A Vallejo YC member, Art Campbell, known for being the club's "right-hand man", noticed *Venture's* high freeboard, so he rounded up steps for easier access. The voyagers felt extremely comfortable in Vallejo's relaxed, friendly at-

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mosphere.

Future travel plans are sketchy. The two are toying with the idea of a voyage through the Panama Canal and on to England — but nothing is definite. Meanwhile winter weather is delaying refitting and painting, and 'tis the season' not to travel. So Roger and Di are sitting snug around their heater, and enjoying staying put for awhile.

— lynne orloff-jones

Broad Reacher — Freedom 33 cat Al MacDiarmid, Dug, Jinks San Diego (Alviso)

My last *Changes in Latitudes* letter was written from Port San Luis, just south of Morro Bay. Dug had to clamber up the pier to mail the letter while I held the boat at the dinghy dock, then we had to back out under sail to get out of there.

Cojo anchorage was a surprise because all the kelp was gone — apparently wiped out by the winter storms . . . like Santa Barbara marina. On August 5 we anchored off Steam's Wharf. Santa Barbara is a good place to meet or leave off crew, just two blocks from the train station.

After the weekend, we sailed to Santa Cruz Island, unfortunately arriving after dark. I opted to wait for daylight, so I sailed across the channel and back. The anchorage at Cueva Valdez was a bit rough, but interesting. Leaving the mizzen up helped damp the motion. Dug washed his hair in the "creek" while I gathered water — just like Juan Rodriguez Cabrillo! Another stop was at Pelican Bay, where we seemed to be the only boat without flopper-stoppers. We later sailed to Channel Islands marina, where Dug took off to visit friends while I joined a bunch of Navy types in a class reunion. Lots of drinking . . . not recommended in the long run.

I misunderstood Dug's pickup instructions and sailed to Redondo Beach the wrong week. I finally got hold of him and set up a



You're welcome as long as you don't come by dinghy.

rendezvous nine days later. I used the time to go back to Santa Cruz Island, as the wind was favorable. This time I visited Smuggler's Cove, Scorpion Anchorage, and Pelican Bay. Santa Cruz Island is very popular with the Santa Barbara Channel and it's not all light winds as rumored.

In Pelican I tested my wind-powered generator. It got damaged a few times and really crashed when someone ran into it while it was lashed to the pulpit. Thursday I sailed to King's Harbor in Redondo Beach again to pick up Dug. Channel Island to King's Harbor to Santa Cruz is to King's Harbor, all reaching or running — thank you Mother Nature.

In Redondo Beach, since it was a weekend, Dug and I went pub crawling and came back to find two dinghies stolen. The new Achilles bought in Santa Cruz and a backup. Pits! I reported it to a very nice harbor policewoman, who then took us out to the boat. Next day I bought a "cheapie" — cruising can be expensive.

For those stopping at King's Harbor, you need an anchor permit, which is free and good for 72 hours. They recommend you leave dinks at the police dock . . . now they tell me. Anchor out of the channel just inside the entrance with two anchors near the jetty.

Sunday night we sailed to Long Beach, anchoring in the flood control channel near the *Queen Mary*. The *Spruce Goose* is also there, inside a huge dome. It's still the world's largest air cushion vehicle. We took friends sailing there, and I finally got my

daughter Malia aboard. She had not even seen the boat, which is now three years old.

September we sailed to Mission Bay, via Balboa YC, taking advantage of their "first day free" policy. They closed the bar before I could spend my "berthing fee".

Mission Bay in San Diego is nice, close to groceries and beer, a couple of pubs, pizza, etc. It's also a good place to practice sail boarding. They chase you out after 72 hours, supposedly. You can ask for an extension for a good reason, like fog off the coast, broken down, or whatever. Do not try that at the San Diego police docks; their minds froze in 1811. We spent a couple of months in San Diego, which was a mistake. I highly recommend you provision, haul and repair elsewhere; I only came because my mother lives here.

The city has a sign on the beach off Shelter Island that says, in effect, that you may not touch *anything* in San Diego Bay with a boat, that includes docks, pilings, wharves, beaches and I don't remember what all. It was so ridiculous I took a picture of it. The unfortunate thing is that water-skiers, Kawasaki's, sailboards, Sunfish, Hobies, etc. can beach all they want, but not transient's dinks. If the locals don't steal them — I got a one week old dink stolen (what again!) — then the Harbor Police confiscate them. They are in violation of their own law, but they can afford to ignore it; who's going to ticket the cop's boat?

Haulouts in San Diego are more expensive, yard rules mickey-mouse, lobster fishermen raise huge wakes ten feet from your boat through ignorance or maliciousness, and so on. I even got a parking ticket for stopping to ask directions (in a car). San Diego sucks, spend your money elsewhere.

In very sharp contrast, real people, that is non-policemen, are very courteous and friendly. People at Pacific Marine Supply go way out of their way to be helpful. You can even send mail or ham messages via them. For those interested, mail c/o PMS, 2804 Canon Street, San Deigo 92106, (619)

223-7194. Ham call letters are KE6KW (Seth), KA60AM (Tommie), N6AHN (Steve) or K6YUJ (Sam). They guard the manana net 14340KHz at 1900 GMT, Monday through Saturday.

We sailed the bay, and visited Coronado YC and Missions Bay's a couple of times, and attended the PMS kick-off party, helping to consume 600 tortillas worth of burritos and copious beer and wine. We also attended free Baja lectures put on by Seabreeze Ltd., a helpful store for books and charts. Jinks rejoined the crew here, having gotten off in Oakland with a heart attack.

I arranged for a haulout at Kettenberg's, \$50 in and out, \$25 per layday, and 40 percent off on paint. Bring your own and you get to pay *them* \$25/gallon surcharge. They lost several boat's business while I was there on that first policy.

Friday night I sailed into their crowded area, making an unexpected landing at a dock that I had not planned when the centerboard hit the marine railway and sent us backward. We finally got secured to await a Monday haulout. What luxury — plugged into the dock. Monday the haulout was *very* competently done, and we scraped three inches of growth from the bottom. We shovelled about 40 gallons of stuff off the ground when we finished.

Then the fun started. They special ordered the wrong paint, so they left us in the yard free while they pursued their screw-up. Late Wednesday they offered to sell me the wrong stuff for \$36.75/gallon, which I accepted and applied. Friday I went to pay my bill and they tried to charge me for several laydays, and also \$54/gallon for paint. They backed down, but left a sour taste in my mouth.

We stayed a couple more days at their pier, putting the boat back in order and doing last minute provisioning. To compensate for the 325 pounds lost when the engine came out, I put in 26 gallons water, 45 litres of wine and even a few cases of food. I got an "award" from IBM for \$1,500, which



Most cruising sailboats cruise with sailboards these days.

helped a lot. I even went and bought a new dink — my fifth so far this trip. If anybody sees somebody's Metzler 'Jolly S' with *Broad Reacher* across the transom, break their arm and then ask where they stole it!

— al

Al bought his Freedom 33 cat ketch at the New England factory three years ago and sailed it to Alviso via the Panama Canal.

Ram — Cal 2-27 Kim and Robert Milligan Papeete (Sea Ranch and San Diego)

Greetings from Latitude 17 south! *Ram* arrived in Papeete on October 5 after spending a month at Ahe and Rangiroa. The atolls are subtly beautiful as well as a riot of color and shape underwater. We did a 'drift dive' in the pass at Tiputa, Rangiroa. It was a real 'E' ticket ride flowing with the current over spectacular coral gardens. I was amused to see the fish being swept along sideways just like we were!

We've been spending most of our time at Moorea with its lovely clear water and good boardsailing breezes. A windsurfer on a Cal 2-27? Yes, *Nuclear Waste* — it is lurid orange and practically glows in the dark — now lives on our sidedeck in port and stows up in the v-berth (barely) underway. It is *de rigueur* for all cruising yachts to have a sailboard lounging on the sidedeck here in French Polynesia. Rob is tearing up the

lagoons and I am, well, learning. Light air is easy but anything over 15 knots is a real challenge!

Some California boats we have been keeping company with here are: *Kate*, a 36-ft ULDB out of Santa Cruz; *Flying Gull*, a Hartley 29 out of Channel Islands; *Coquette*, a Cal 2-30 from Ventura; and *Beyond*, a Farallone 29 from Berkeley.

I am so impressed with the cruising folks here. Everyone is quite friendly and there is a strong sense of community and helping each other along the way. Many fine people here, both afloat and ashore.

Papeete is a lively town and it seems to have everything you could possibly want — for a price. The locals are amazingly friendly considering all of the tourists they have to cope with, and have been so patient with my lousy French. Ditto the port officials.

Ram has no complaints. We'll likely head for the leeward islands after Christmas. Hello to all of our friends in California.

— kim

Bora Bora Yacht Club Under New Management Lew Spruance (Corona del Mar)

In December of 1982 my wife, Kim, and I went to Australia to do some sailing with a friend who is circumnavigating, and to watch the start of the Sydney-Hobart Race. We stopped off in Bora Bora for a few days on our return leg to spend some time with another couple on their Peterson 44. Naturally we visited Michelle and Phillipe at the Bora Bora YC and, like many cruisers, were taken by their hospitality and super "laid back" approach to life and the yachties that visited them on the Milk Run.

This past November, forty of us from Bahia Corinthian YC took over the charter fleet from South Pacific Yacht Charters. Kim and I were looking forward to revisiting Bora Bora YC, and meeting the new owners. Upon entering Passe Teavanui and approaching the club, we were appalled to find

CHANGES



Skipper Doug Wilde (second from right) and the crew of "New World".

four "hotel rooms" built on pontoons, moored directly in front of the facility. They are rented, complete with phony war canoe bows, and look like they belong on a cheap Hollywood movie set. That's the bad part.

The good part is very good indeed. Boats can still anchor in about 80 feet of water 50 yards southwest of the club. The "hotel rooms" are a separate operation. The yacht club and food and beverage operation have been leased by the Navarro family, who have just recently arrived from Europe. They are French and speak little or no English; however, we found a common language in Spanish. While the bar is no longer on the honor system and has been moved to the patio over the lagoon, papa Navarro is an excellent cook and the entire family pitches in to help. The most important point is that the Navarros are doing everything possible to encourage yachts to stop and visit. The Hinano is very cold, the burgees and symbols remain, and a new visitors log is waiting to be signed. The Navarro's hospitality and graciousness cannot be surpassed. Now, if

someone has a small submarine so we can get rid of the "rooms", everything will again be idyllic.

— lew

New World — 60-ft Stays'l Schooner Doug Wilde et al Headed for Saipan via Hawaii

The 11-year old *New World* is one of the more interesting boats around. She was custom built in New Zealand for the late George Kiskaddon and his wife, Lillian. Kiskaddon was one of San Francisco Bay's first international racers, having taken his 33-ft S&S-designed *Spirit* on the TransAtlantic Race, to Cowes Week competition in England, as well as some races in the Baltic. *Spirit* was also raced in the Pacific, most notably in the 1970 Los Angeles to Tahiti Race. In addition to being a sailor, Kiskaddon was a founder of the Oceanic Society.

In the early 70's the San Franciscan had John Spencer, designer of *Ragtime*, draw the lines for this most unusual cold molded design. That *New World* was flush deck and had a modern schooner rig was just the start. She was also very narrow, 13 feet, for her

long length, and carried the concept of 'simplicity' to almost unheard of lengths. For example she had no engine for her first four years, nor did she have toilet or an electric bilge pump. She was also one of the few 60-footers around with a tiller rather than a wheel.

Kiskaddon entered *New World* in the 1973 TransPac and took 6th in Class A.

After Kiskaddon's death, *New World* languished for a while, and there are rumors that she was once used to import Thai sticks. But under the new ownership of Doug Cushnie and the direction of Doug Wilde, *New World's* got a new lease on life. Cushnie, who handles legal matters for the Mariana, Marshall, and Caroline Islands, has had her considerably refurbished and is having her brought to Saipan to serve as a charter vessel for Japanese tourists. Wilde, who was in charge of bringing the boat back to top condition, is the delivery captain and will help set up the charter operation deep in the western Pacific.

Wilde says the big schooner "sails beautifully" and is easy to handle with just a crew of one or two. The schooner rig breaks up the sail area of such a big boat, so the most difficult task is simply furling the main. *New World* also has more amenities than she once did; a toilet, a steering wheel, two engines, an electric bilge pump, and even a refrigerator/freezer.



Wilde figures the trip to Saipan should take about 6 weeks of sailing. The only planned stop is in Honolulu. Although the heavy seas off the California coast had already claimed six lives from boats this winter, Wilde figured the passage to Hawaii was safe as long as they got south quickly.

Making the trip as crew are Mike Gorman, Lance Schoonberger, Daniel Fernandez, Robert Lewis, and Norman deVall (whom we're told is head of the Mendocino Board of Supervisors).

Latitude 38 readers can look forward to following the adventures of *New World*. Wilde, who took many photographs of the South Pacific for *Latitude 38* two years ago, is once again armed with a camera and film.

— *latitude 38*

Cruising Notes:

Perhaps the biggest boat to leave San Francisco Bay to go cruising this season is **Free Spirit**, a 76-ft cutter build by Willard Marine of Southern California. The huge center-cockpit double-ender is owned by Don Chappellet of Chappellet Vineyards of St. Helena, and left for Mazatlan and a season in Mexico. *Free Spirit's* skipper, Dave Noble, took the boat out the Gate just a day-and-a-half before December's big storm hit.

"Free Spirit" with a bone — a big bone — in her teeth.

we presume that big boat had the speed to either get south or to safety. After some cruising and chartering in Mexico, *Free Spirit* will return to her berth in Richmond.

John Burnett and Carol on the Kendall 32, **Unicorn**, from Sausalito, report that — weather permitting — they will have left San Diego for Mexico on December 20. Both had found temporary jobs in San Diego, Carol in a beauty salon and John rewiring a big yacht. But the atrocious weather in San Diego — it had been in the 40's at night and only the mid-50's during the day — prodded them to head south.

Also writing from from San Diego last month was Jay Earnhardt on the 40-ft gaff ketch, **Grace**. Jay had left his home port of Sausalito back on October 2, and put in time at Santa Cruz Island and Catalina — both of which he found to be "great". Jay's had friends come along for week-long stretches, something he hopes to continue doing during the winter in Mexico. Jay's boat *Grace* was built in Eureka way back in 1962.

Back on December 1 the gaff topsail ketch, **Seafarer**, from Redwood City with Fred Waters, Wendy McDonald, Ken Hunter, Nancy Hunter, and Charlie Lane aboard, were in San Diego about to depart for Mexico and the South Pacific. Their trip down the California coast featured either too much wind and heavy seas or no wind at all. That's pretty much the standard fare for the

LATITUDE 38/SHIMON



"New World" slips beneath the Gate on the beginning of her long voyage to Saipan.

winter.

Also on December 1, **Skua**, a 48-ft Piver tri that had been built in Alviso, was in Magdalena Bay, Baja. Steve and Carol Esterbrook and 7-year old son Noah plan to spend Christmas in Cabo before heading to the mainland, the Canal, and the Caribbean.

Cruisers in Cabo on December 18 might well have run into those aging rock 'n rollers, Keith Richards and Mick Jagger. Richards married Patricia Hansen in the Whale Watcher's Bar of the Finisterra Hotel before trooping off to the Viejo Faro trailer park for a reception.

Slow start, big finish. Possibly because of the bad weather last year and fears about **El Nino**, cruising boats were only trickling into San Diego in normally busy November. Some folks had speculated that perhaps a fewer people were going cruising this year, but apparently that's not the case. Tommie Flanagan at Pacific Marine Supply reports, "It started slow, but once the flood gates opened the boats have really been pouring through". Tommie figures that during December about four boats a day arrived in San Diego replacing the four that had left the same day for Mexico. *Bon voyage* to you all! Write often.

— *latitude 38*

LATITUDE 38/RICHARD



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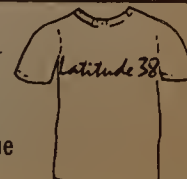
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Call Fran at (415) 254-1306 (e) or (415) 271-8746 (d)

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Winner Corinthian Mid-Winters '83 Champion Bay One-Design class. 2 years new. Full race equipment. New North 95% and spinnaker. Micron 22 bottom. Sausalito berth. \$18,500/best offer.
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Fast, easy, comfortable, champion racer/cruiser. 9 sails including 2 spinnakers and blooper. Universal Atomic 4 gas engine, Horizon VHF radio, auto stereo, Signet electronics, 8 Barients, Kenyon stove/oven, and much more. \$32,900.50. Call Tom at (415) 342-5852

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Well maintained fiberglass sloop w/110%. 150% and storm sail. 3 Datamarine Corinthian Navigational meters. Live-aboard amenities: refrig., mar. charger, hot & cold pressure w/shower. Inboard diesel & pedestal steering w/full instru. Plus more. \$48K. Must sell ASAP. Call 332-5013 Robin.

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1980, long shaft, 6 gal metal gas tank, alternator, forward and reverse, good condition, a real solid motor, used in fresh water. \$295.
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Sailed Monterey Bay and Lake Tahoe, great daysailor and weekender, 4 sails (2 are new), 6 hp outboard, reconditioned trailer, new bottom paint, extensive rigging upgrade, 12v electrical, extras, a breeze to trailer, in great condition.
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Atomic 4, shore wired, phone, 6'1" headroom, great live-aboard, working sails plus storm jib, mast tabernacled, 2 compasses, skiff etc. Marine survey June 82. One year Santa Cruz slip available with purchase. \$13,000.
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Leaving country, must sell. Roberts design cruising sloop. Bought at Newport Beach Boat Show. Comfortable, roomy, sleeps 5. Head, galley, butane. Rigged for single handing, berth available. VHF DS, ref., shoal draft. 6' headroom. More. was \$14,500, now \$12,500.
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<p>FOR SALE</p> <p>TransPac radio. Synthesized S.S.B. Entech Mariner 2500 with matching coupler and whip. (415) 755-4088 Monday thru Thursday evenings after 7.</p>	<p>38' FG/BALSA CORE CUTTER</p> <p>1/3 finished includ. Finnish plywood, 55 gal. Polyester resin, CSM, bronze port lights, lots more. \$7,000 or will trade for 25 Nordic Folkboat. Call (707) 963-9007 (evenings after 7:30 p.m.)</p>	<p>ISLANDER B-28 1982</p> <p>Never in salt water, never raced, bristol condition, fully equipped, Kenyon 400 inst., knot, w/p, w/d, depth, full boat cover, McKibben sails, colored genoa, cameo hull, diesel. \$39,900. (702) 358-5217 after 5:30 p.m. or weekends</p>
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<p>WOODEN DRASCOMBE LUGGER</p> <p>Built by John Elliot (England) 1979 to highest professional standards. 4 hp O/B, galvanized trailer, boat covers, boom tent, misc. cruising gear. A famous design. Immaculate condition. Asking \$7,500. Inquiries: Robert Fraser, P.O. Box 27574, San Francisco 94127 (415) 332-9100.</p>	<p>CAL 3-30</p> <p>1974, 7 sails, standing headroom, inboard engine. Great Bay boat in very clean condition. One owner always sailed on Monterey Bay, presently in Santa Cruz. \$29,800. (408) 426-0535 (e)</p>	<p>CREW NEEDED</p> <p>Do you like just cruising the Bay and Delta? No sails to worry about, and a cabin you can stand up in? I've got the yacht, but need female companionship/crew. I am good looking, 30, and single. Seek first mate with same qualities. Call John 261-6236</p>
<p>SAIL & ISLANDER '36'</p> <p>Seafarer Sailing Club out of Berkeley Marina has membership available, \$225 rent/mo., 60 days work-free sailing per year. 'Seafair' is in 1st class condition and fully equipped. Call (916) 756-3918.</p>	<p>MORGAN 41 — 1978</p> <p>Best sailing Morgan 41 on the Bay because of sloop rig providing larger main. Good offshore. Extras. \$92,500. (916) 481-4242 Tuesday-Friday days</p>	<p>J-24</p> <p>Race-ready and competitive. New North main and jib, Johnson 6 hp ob, km, dark blue poly., Oakland berth. 521-6153 evenings — Paul. \$14,000/offer.</p>
<p>SOL CAT 18' — 1975</p> <p>This boat is excellent for the adventurous at heart, fast, clean and fun. Trailer, spare, new bearings, trapeze and seat. New tramp, jib lines, steering. Let this be yours for a savings. \$1,800 firm. 455-0794 (e).</p>	<p>CATALINA 22 — \$6,450</p> <p>Poptop, swingkeel, depthsounder, 9.9 Mercury/electric start, forehatch, super stereo, jiffy reefing, serious ground tackle, offshore compass, new bottom paint, more goodies. One owner boat is in brand new condition. Must See! Bill (415) 493-1133; 321-0982</p>	<p>FOR SALE — ISLANDER 36</p> <p>"Patrice", 1976. Beautifully maintained. 5 sails, spinnaker gear, 9 Lewmar and Barient winches, Atomic-4, VHF, Wind-seeker, Digital DS & KM, CNG stove/oven, teak sole, wheel steering, Dodger, Autopolit, Martec prop. \$66,500. Emery Zajec (415) 568-7620 (e) / (415) 486-5575 (d)</p>
<p>GOLDEN HIND 31 CUTTER</p> <p>One owner world cruiser, immaculate, fully found, documented. Take delivery in New Zealand at give-away price, begin South Pacific cruising next day. For full details write: Boat, P.O. Box M, Jones, OK 73049.</p>	<p>LIFERAFT AND EQUIPMENT FOR SALE</p> <p>Liferaft, 4 man valise-type, excellent condition, certified, \$950. CNG system with 4 aluminum tanks, \$350. Sumlog, \$50. 10 lb. Danforth high-tensile anchor, \$25. 15 lb. CQR anchor, \$25. (707) 964-0201.</p>	<p>EXCHANGE 50' SAILBOAT</p> <p>For real estate, notes in California. Fully equipped, super condition fiberglass ketch. Delivery Bermuda or Gibraltar. Price: high hundreds. Johnson, 2019 East Cliff Dr., Santa Cruz, CA 95062. (408) 425-1766.</p>
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<p>SAIL & ISLANDER '36'</p> <p>Seafarer Sailing Club out of Berkeley Marina has membership available, \$225/mo., 60 days work-free sailing per year. 'Seafair' is in 1st class condition and fully equipped. Call (916) 756-3918</p>	<p>A CRUISING GUIDE TO FRENCH POLYNESIA</p> <p>By Fred Boehme</p> <p>160 pages, 80 sketches with current information on islands, passes, anchorages, weather etc. Send \$24.95 check or money order to author, 1290-D Maunakea St., #259, Honolulu, Hawaii 98617. Allow 4-6 weeks delivery.</p>	
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<p>MARINE DOCUMENTATION</p> <p>SANDRA K. HANSEN</p> <p>Attorney at Law</p> <p>1120 Ballena Blvd. Alameda, Ca. 94501 521-5500</p>	<p>RIGGING VICE</p> <p>An indispensable tool for the practical sailor. 5 1/2"x6". Aluminum \$69.50 plus \$2.50 shipping; Bronze \$105 plus \$4.50 shipping. Bronze Clech Rings available for 1/4" to 3/8" rods. F.O.B. Los Angeles for points outside continental USA. Mr. Z's Products 22322 Basset Ave., Canoga Park, CA 91303 (213) 340-4001.</p>	

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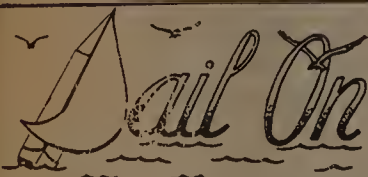
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<p>J-24 — 1981 Dry sailed, excellent condition. 4 sails, recently overhauled by sailmaker. Outboard, trailer. Rigging includes 4 winches, 2nd jib halyard and halyard stoppers. \$16K. Mike (415) 321-5289 (e)</p>	<p>STEEL ROBERTS 35-FT Cutter rig, '82, 70 gal. fuel; 170 gal water; small diesel, direction finder, fathometer, steering gear, compass, 5 sails, 5 winches, good round tackle; mahogany interior, ice box, 3 burner stove, wood heater, sleeps 5; dinghy. \$30,000. Call John (415) 364-9422</p>	<p>BRISTOL CHANNEL Cutter type, round bilge steel, nice lines; 26.6 on deck, 32.6 LOA, 8.8 beam, 4.6 draft, 11,000 lb. displacement. Exterior finished, mahogany hatches, mast, sails, etc. Interior to be completed. \$15,000. Call John (415) 364-9422.</p>
<p>WANTED — EXPERIENCED CO-SKIPPER To share work and sailing on Islander 21 (genoa, spinnaker, 6 hp OB). Richmond Marina berth. Need to increase my expertise. Drop me a line, Box 6595, Santa Rosa CA 95406. (707) 538-2991 (e)</p>	<p>SANTANA 35 "Spitfire" — new 1983 racer/cruiser. Fully equipped. For sale by owner — \$69,500. (415) 239-2215.</p>	<p>YACHT TENDER 8 ft. new fiberglass. Will exchange for best inflatable or collapsible or sell. Call John (415) 364-9422.</p>
<p>BRISTOL 27 Great Bay sailer or coastal cruiser. 27' sloop, Alberg design, 1967. 4 sails, depth sounder, knotmeter, radio, 6 hp outboard motor, sink, head, 2 anchors. Alameda berth. Clean, good condition. Must sell! Tony 326-7845 after 6. \$12,950.</p>	<p>PACIFIC CUP — KAUAI RACE 2 experienced Berkeley YC sailors (boat owners) desire to crew S.F. to Kauai Race. Both hardworking; friendly; reliable in adverse conditions; professionally employed and willing to share expenses. Contact Rick Kowall (415) 655-9469 or (415) 835-4230.</p>	<p>FORD DIESEL, 120 HP New, never used, Lehman model 6DH380, 55 amp alternator, \$5,650. Borg-Warner 72C 1.5:1 Gear, used, \$650. (415) 982-1851, (415) 834-2104</p>
<p>C and C 39 Sistership to 'Shillalagh'. 1972. Fast and outfitted for cruising. Diesel. RVG custom vane. Masthead nav lightss. Ham radio. VHF. Sleeps seven. Double berth aft. Workbench and lots of storage. Located San Diego. \$75,000. (619) 222-6355</p>	<p>ED MONK 25 Classic cruising sloop. Built in 1947 in cedar on oak. In excellent condition, impeccably maintained. No rot. Fully set for local cruising. Great Bay boat. 8.5K. (415) 453-1029 or (415) 459-1857</p>	<p>46-FT. NALU II 5 time TransPac winner. Modern flush deck Lapworth sloop built in 1954. Cruised extensively, comfortable, dry live-aboard. New teak decks, Westerbeke diesel, Aries, Loran C, shower, refriger., etc. Bronze fastened mahogany hull in very good condition. Asking \$59,000. 236-9817.</p>
<p>PARTNER WANTED For Ericson 32 sailing/racing sloop, fully found. Berkeley berth. Unlimited use. Low equity low monthly. YC membership. If not experienced, will train. William Lohmus 957-1238 / 731-5416</p>	<p>60' GAFF KETCH Traditional Danish North Sea Vessel. Oak on oak. Teak decks. 145 hp diesel. Lister auxiliary. VHF, radar, autopilot, hot/cold water, heater, liferaft, etc. Handsome mahogany interior. 3 double cabins. Recent Atlantic and Pacific crossings. Ready for cruising, charter, liveaboard. Contact Mahina Cruising Services, (206) 784-0187 or Booth 548 Moscone Boat Show.</p>	<p>MAST FOR SALE 32' spruce-tapered box section, ss step for deck, alloy airfoil spreaders, masthead rig, may be seen at Eriksson Spars. A-1 shape. Cash or trade. Phone (415) 392-3321.</p>
<p>LIVEABOARD FACILITY WANTED CHEAP! Shallow draft, flat-bottomed, twin keel or multihull sailboat or barge preferred. A no mast (floating), slightly fixer-upper okay. George, P.O. Box 597, Felton, CA 95018, (408) 335-2082.</p>		<p>PARTNERSHIP 26' COLUMBIA 50% Partnership available in fully equipped 26' Columbia sloop berthed Sausalito. Phone days (415) 982-7366.</p>
<p>VARIABLE LEASE CS33 racer/cruiser, roomy, comfortable interior, diesel, electronics, short-hand set-up, self-tailing 2 speed winches, located Alameda. Call for details. 966-4191, 872-2544.</p>	<p>ISLANDER 21 TO MOVE From Tomales Bay to Richmond Marina (one trip) berth. Need proper trailer (with or without vehicle) or you haul it. (707) 538-2991 (e)</p>	<p>40' ALMADEN Fully equipped (3 page inventory) beautifully constructed and maintained Sampson "ferro" cutter. Built in '75, has cruised over 20,000 miles since then. New addition to family necessitates move ashore. She is ready for you to move on and go! Will sell at cost: \$50,000. 236-9817.</p>
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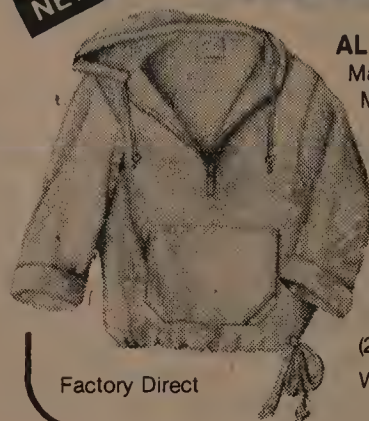


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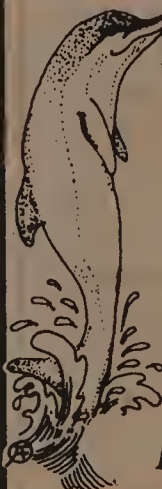
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Twin Pines Sailing Club was established in 1967 as a club with the cooperative structure. Regular initiation fee: \$100. Current value of share: \$500.

WINTER SPECIAL
INITIATION FEE ONLY \$50.00



37 HUNTER CUTTER



1979 Model — aft cabin, separate shower, wheel steering, 5 sails including booster; water heater; electronics plus more. Bristol:

\$55,900 — AS LOW AS \$555 PER MONTH!

MARINER 36' KETCH

William Garden-design, pristine condition, unique interior design — separate private stateroom for 2; spacious main salon; nav. table; roomy galley; teak interior, 1979; displ. 21,000 lbs.; full keel; American rigging; Perkins 4-108 dsl 49 h.p.; wheel steering; dinghy & davits; shower, water heater; VHF; depth ind.; k.m.; compass; new Loran C; stereo; Shipmate stove; refrigeration; plus more! **\$69,500.**

**WE GUARANTEE A BERTH WITH EVERY BOAT
WE SELL — NEW OR BROKERAGE**

SAIL BOATS

24' COLUMBIA/CHALLENGER '66 aux. 10 h.p.	\$6,000
25' HUNTER sloop '76, 9.9 aux.	10,500
25' GREAT DANE '56, full keel, planked mahog. sloop, inb. engine, 2 sets sails, classic design	9,200
26' COLUMBIA, sloop, 1972	9,250
26' KINGS CRUISER '54, full keel plank mahog. hull, sloop, inb. eng., very nice	owner anxious 6,000
2-27 CAL sloop '75, 4 sails incl. spinnaker	try 18,900
28' COLUMBIA slp, '68, new BMW diesel	19,500
28' TAIWAN sloop '70, full keel, fiberglass hull, inb. eng., teak decks, classic design	32,500
29' POINTIN sloop, 1977, full race, diesel auxiliary	40,000
29' ERICSON '77, sharp, 4 sails, new aux.	32,000
30' TARTAN sloop, '74, S&S design, extra sails	29,500
30' LANCER '77, diesel aux., C&C design, roller-furling jib, tri-radial spinnaker & much more	34,000
30' ISLANDER '74, sharp and very clean	try 26,500
30' OLSON '78, rebuilt '83, 7 sails, Loran plus more!	32,500
35' CAL sloop, 1981, diesel aux., 5 sails, loaded, owner anxious	72,500
36' ISLANDER, '77, Perkins 4-108, loaded	59,500
37' TAYANA MKII cutter, '83, pristine, loaded, must sell	92,000
37' TAYANA cutter '81, radar, Loran, autopilot, dodger, refrig., shower, pristine, owner will consider trade	92,000
37' TAYANA cutter, '79, cruise ready	make offer
38' STONE schooner, '31, beautiful, classic	57,500
42' CUSTOM EXCALIBUR sloop '81. Crealock-design, teak, windlass, pristine condition	Make Offer
44' CHEOY LEE AUX. KETCH '80, Perry-design, electronics, 40 h.p. diesel, great liveaboard	try 125,000
55' TAYANA cutter, all new, contemporary	225,000

TRAWLERS

33' LA PAZ, 1972, sedan with Flybridge, Ford Lehman dsl.	40,000
34' CALIFORNIAN w/Flybridge, tw dsl., radar, autopilot, shower, California salmon license, comm. D.O.C.	reduced to 63,000
42' GOLDEN GATE '80 w/Flybridge, tw dsl., Loran, autopilot, radar, (2) radios, (2) depth ind., 7.5 kw gen	try 105,000

WINDSHIPS
"of 54 jack london square"

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Oakland, CA 94607

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★ BRASS ★ CHROME ★ COPPER ★

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chrome PLATING
& POLISHING**

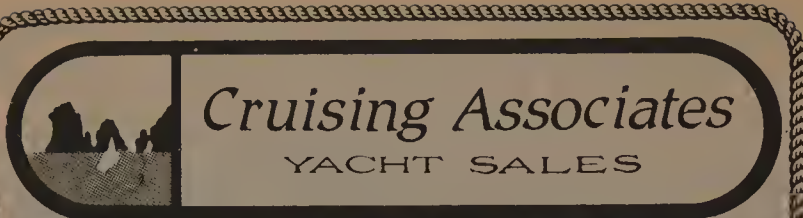
HEY SKIPPER GO FOR IT



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BOAT MATTED
FRAMED AND
READY TO HANG

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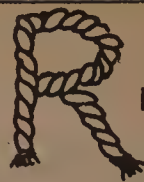


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2390 SHELTER ISLAND DR., SAN DIEGO 92106
(619) 223-5695

48' SWAN, divorce settlement.....	\$178,000
47' GULFSTAR SAILMASTER.....	227,500
46' BREWER (Sea Star), PH sloop, radar, SatNav, a steal!.....	169,500
40' CAL, refurbished TransPac racer/cruiser.....	67,000
39' HANS CHRISTIAN PILOTHOUSE, owner wants offer.....	149,500
38' HANS CHRISTIAN, 2 from.....	108,000
37' TAYANA, new father anxious to move on shore.....	85,000
36' ISLANDER, 2 from.....	64,900
35' YOUNG SON, Brokerage demo.....	67,000
35' ALBERG, full keel, Pearson built, 2 from.....	42,000
33' ALAJUELA, 2 from.....	68,200
33' TARTAN.....	68,000
32' ATKINS ERIC KETCH, classic ancient mariner.....	45,000
32' ERICSON.....	42,500
32' ISLANDER, full keel.....	26,000
31' MARINER KETCH, neat and clean, owner wants action!.....	47,500
31' COLUMBIA, diesel full keel, owner wants action!.....	19,950
30' FISHER, lowest price in Southern California.....	47,500
28' RANGER.....	26,900
27' ORION.....	52,500

SOUTHERN CALIFORNIA DEALER FOR CAPE DORY YACHTS



YACHT SALES

IN VALLEJO TO SERVE THE NORTH BAY

SELECTED SAIL

24' Cal 24 w/trlr.....	\$8,500
26' Ranger.....	13,750
27' Catalina.....	18,000
30' Cal 30.....	21,000
41' CT 41.....	80,000

SELECTED POWER

26' Chris Craft Fishing!.....	\$10,500
27' Concorde Super Fisher.....	27,500
28' Bayliner.....	30,000
36' Orvil Smith Trawler.....	26,500
38' Pacemaker.....	67,000

FREEDOM YACHT Dealer/See Our Video Listings

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24 FLORIDA STREET, VALLEJO, CA 94590

NADALIN YACHTING

20' WINDROSE.....	\$7,500	28' HALLBERG.....	16,000
21' WILDERNESS.....	9,000	30' HUNTER.....	29,900
22' TEMPEST.....	2,500	30' FARALLON.....	44,500
23' RANGER.....	13,500	32' CLIPPER.....	24,900
24' S-2.....	16,000	32' CORONADO, liveaboard.....	35,900
24' J/24.....	14,900	34' HANS CHRISTIAN...offer.....	79,500
25' NORDIC Folkboat, bristol!.....	9,300	37' IRWIN, desperate!.....	75,000
25' CATALINA.....	17,000	37' ENDEAVOUR.....	97,500
25' SAN JUAN.....	24,000	37' BROWN TRIMARAN.....	58,500
27' TARTAN.....	23,000	39' CAVALIER.....	78,500
27' O'DAY, inboard.....	26,500	45' DOWNEASTER, estate sale!.....	175,000
28' TRITON.....	18,500	60' MOTORSAILER, make offer!.....	232,000

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SEE US FOR YOUR BROKERAGE NEEDS

SAIL

20' FLICKA '78 Saus. berth.....	ask 14,000/offers
21' WILDERNESS, '78 sloop.....	8,900
22' SANTANA, '69 sloop.....	5,950*
24' J/24 '79 with trailer.....	14,900@
24' C&C '76 racer/cruiser.....	14,950
24' MOORE '79 one-design sloop.....	16,900
25' CATALINA, '82 sloop.....	17,900*
25' CORONADO, '68 sloop.....	8,500
25' KIRBY '79 daysailor.....	17,500
26' RANGER '72 one-design.....	14,900@
26' PEARSON slp, '75, very clean.....	13,500
27' CHEOY LEE O/S, '65 dsl.....	26,500
27' CATALINA '72 sloop.....	SOLD
27' ERICSON '74 sloop.....	19,000
27' CAL T-2 '73 well-rigged.....	19,000
27' O'DAY '76 loaded.....	22,500
28' ERICSON '82 diesel, like new.....	49,950
29' SOVERAL '64 shoal-ctrboard.....	16,500
29' RANGER '74 diesel sloop.....	31,500
30' PACIFIC '78 sloop.....	4,000
30' CATALINA '76 sloop.....	31,000* @
30' ERICSON '69 racer/cruiser.....	26,500
30' RAWSON '64 well-equipped.....	33,500
30' BRISTOL '67 sloop.....	27,000
30' SANTANA '76 new paint.....	35,000
30' ISLANDER '77 like new.....	33,000@
30' COLUMBIA '72 snl hnd'd.....	32,000@
30' CLIPPER MARINE '75 clean.....	11,900
32' CHEOY LEE '78 sloop, dsl.....	62,500
32' ISLANDER '76 sloop.....	53,500
32' HOLIDAY sloop, '65, sloop.....	23,000
32' PEARSON '65 sloop, diesel.....	34,900
32' PEARSON '63 cruiser.....	now 29,900@
33' TARTAN TEN '78 one-design.....	33,500
33' CHEOY LEE Clipper ketch '79.....	66,770
35' FANTASIA '79 dsl cutter.....	84,000
35' ERICSON '66, MK1.....	SOLD
37' FISHER '78 M/S pilothouse.....	125,000@
39' CAL '71 MK1 performance slp.....	77,000
40' OFFSHORE '66 Cheoy Lee.....	89,500

40' COLUMBIA '65 full keel sloop.....	49,000@
41' ISLANDER FREEPORT '76.....	125,000
41' ISLANDER '73 sloop.....	89,000
41' ISLANDER '73 racer/cruiser.....	100,000
41' CSTM KETCH '82, gd charter.....	175,000
41' GULFSTAR sloop '74.....	81,000
41' GULFSTAR sloop '75 aft cabin.....	95,000
41' GULFSTAR '75 ketch.....	105,000
41' MORGAN O/I '78 slp, cruiser.....	105,000
42' GOLDEN WAVE '81 slp, loaded.....	145,000
45' S&S '73 sloop race/cruise.....	129,000
46' MORGAN '79 ketch cruiser.....	179,000
47' OLYMPIC OFFSHORE '74.....	134,500
48' S&S '72 yawl, equipt.....	135,000
48' CHEOY LEE CLIPPER '79.....	200,000
50' FD-12 Meter, dsl., ctr.....	150,000
51' FORCE 50 '79 ketch, beauty.....	155,000
52' CHEOY LEE M/S, '80, ketch.....	299,000
54' SAMSON ketch, '78, diesel.....	72,000

WOOD

28' PACIFIC (P-28), '58 Hallberg.....	16,500
33' MASON, dbl-ender, '68.....	59,000
33' PETERS CSTM '79, sloop, dsl.....	175,000@
35' CHEOY LEE LION '57.....	37,000
36' GILMER '79 cruising ketch.....	109,000*
37' BLUENOSE '47 schooner.....	76,500*
37' DANISH '54 plthse, m/s ketch.....	39,000*
39' FREYA '76 ocean cruiser.....	175,000
40' MARINER '68 ketch, loaded.....	90,000
40' CARPENTIER '51 slp.....	25,000@
40' KETTENBERG '62 slp, bristol.....	45,000*
45' NEW ZEALAND '74 ketch.....	135,000
46' CARPENTIER '57 ketch.....	78,000

SAILAWAY

38' GOLDEN WAVE slp aft cabin.....	110,000
42' GOLDEN WAVE sloop dinette.....	130,000
48' GOLDEN WAVE ketch, loaded.....	205,000
48' GOLDEN WAVE slp tri-cabin.....	195,000
55' GOLDEN WAVE slp, custom.....	Inquire



Golden Wave 38. Fast and beautiful with all the cruising comforts. \$110,000.



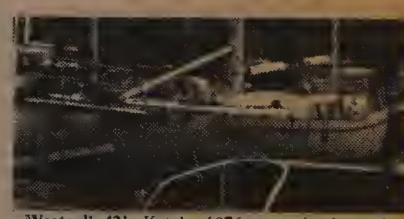
Gulf 29' Pilothouse. 1981. Two-boat owner, must sell this "like new" boat. only \$37,900



Islander 30 MKII. 1972. Club racer, good sails. \$32,500.



Golden Wave 42. Our most popular racer/cruiser. See her at our docks. \$130,000.



Westsail 43'. Ketch. 1976, completely cruise equipped. Asking 145,000.

Boat Show! See us at the "Internat'l Boat Show", Moscone Cntr, Jan. 6-15 for detailed information on these & other fine yachts, incl. the beautiful GOLDEN WAVE.

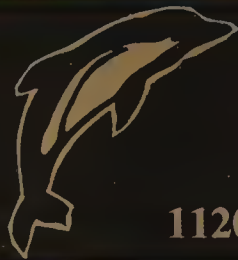
Wind Circle Sailing Yachts, Inc.

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* — new listings @ — at our docks

Dealers for GOLDEN WAVE YACHTS



BLUE DOLPHIN YACHTS

1120 BALLENA BLVD., ALAMEDA, CA 94501 (415) 865-5353



41' Morgan
1974 \$89,500



50' Force
\$135,500



35' Finnclipper
1971 \$45,000



27' C/S sloop
1979 \$26,500



42' Californian Trawler
1976 \$125,000



36' Gulfstar MY
1975 \$79,500



36' Stephens MY
1949 \$30,000



35' Monk S/F
1968 \$39,500



BLUE DOLPHIN YACHTS PROUDLY PRESENTS THE 43' CALIFORNIAN MOTOR YACHT AS THE QUEEN OF THE SHOW. SAN FRANCISCO SPORTS AND BOAT SHOW, COW PALACE, JAN. 13-22

SAIL

50' Force 50, '78.....	\$135,500
50' Gulfstar ketch, '79&'80..... 2 from	185,000
50' Gulfstar Sailmaster, '83.....	290,000
47' Gulfstar Sailmaster, '79&'79..... 2 from	200,000
47' Gulfstar Sailmaster, '79,'80&'81... 3 from	210,000
46' Sutton ketch, '58.....	90,000
45' Alden, '46.....	30,000
45' C L Marine ketch, '79.....	120,000
44' Gulfstar sloop, '81.....	172,500
44' Peterson sloop, '75.....	117,500
42' Cooper Pilothouse sloop, '81.....	127,500
42' Westsail ketch, '76.....	145,000
41' C T Pilothouse, '74.....	75,000
41' Downeast Pilot House, '80.....	85,000
41' Gulfstar sloop, '74.....	81,000
41' Gulfstar ketch, '75.....	105,000
★ 41' Morgan, '74.....	89,500
41' Newport, '79.....	85,000
40' Cheoy Lee Offshore yawl, '74.....	79,500
40' Valiant cutter, '79.....	149,000
40' Valiant sloop, '76.....	140,000
37' Apache, '79.....	44,500
37' Fisher Motor Sailer, '78.....	125,000
37' Gulfstar sloop, '77.....	79,500
36' Hunter sloop, '81.....	66,000
36' Islander cutter, '78.....	116,500
35' Columbia, '78.....	76,500
★ 35' Finnclipper, '71.....	45,000
35' Magellan sloop, '65.....	39,500
35' Yorktown Yachts, '78.....	67,000
34' Islander, '80.....	53,000
33' U.S. Yachts, '81.....	51,000
32' Ericson, '74.....	32,950
32' Westsail, '74.....	67,500
31' Crane Bros. racing sloop, '76.....	38,000
31' Etchells racing sloop, '76.....	9,500
30' Bristol, '77.....	54,900
30' Fisher Motor Sailer, '76.....	74,000
30' Hunter Marine, '78.....	34,900
30' Willard Vega, '74.....	44,950
29' Rhodes, '38.....	30,000
28' Ranger, '78.....	27,950
★ 27' C S sloop, '79.....	26,500
26' Cheoy Lee sloop, '64.....	14,900

25' Samurai, '70.....	10,000
24' San Juan sloop, '74.....	14,900
22' Santana sloop, '68.....	5,800
19' Mercury, '69.....	2,800

POWER

78' Feadship, '64.....	750,000
68' Pacemaker, '69.....	350,000
65' Hargrave M.Y., '70.....	595,000
65' Pacemaker, '72.....	400,000
64' Chris Roamer, '71.....	310,000
63' Halvorsen, '71.....	390,000
58' Hatteras M.Y., '71.....	395,000
57' Chris Constellation, '68.....	205,000
52' Bluewater M.Y., '82.....	190,000
50' Rose Sport Fisher, 71.....	179,950
49' Defever Trawler, '79.....	215,000
49' Marine Trader Trawler, '78.....	199,000
★ 47' Bluewater M.Y., (2) '82..... 2 from	170,000
47' Boatel, '74.....	82,500
47' Concorde, '74.....	135,000
47' Suwanee Houseboat, '69,'70..... 2 from	47,900
46' Californian, '81.....	275,000
45' Bluewater Sedan, '79.....	120,000
45' Carl Craft Houseboat, '80.....	76,000
45' Newport Trawler, '70.....	149,000
45' Southwest Boatyard, '62.....	83,500
45' Whitcraft, '71.....	59,950
44' Gulfstar M.Y., (2) '79..... 2 from	199,950
44' Gulfstar M.Y., '80.....	195,000
44' Marine Trader Trawler, '77.....	120,000
43' Californian, '84.....	190,000
43' Gulfstar Trawler, '76.....	140,000
43' Harbor Yachts, '72.....	90,000
★ 42' Californian, '76.....	125,000
42' Ocean Yacht, '80.....	199,000
42' Trojan, '66.....	69,500
40' Bluewater Sedan, '78&'79..... 2 from	65,000
40' Cruise-A-Home, '73.....	45,000
40' Marine Trader, '77.....	102,000
40' Trojan F40, '79.....	160,000
40' Vega Sport Fisher, '75.....	83,000
38' Bertram, '70.....	120,000
38' Chris Coho Cruiser, '74.....	65,000
38' Chris Craft, '83.....	120,000

38' Gulfstar M.Y., '80.....	139,500
38' Pacemaker Sport Fisher, '72.....	100,000
37' Californian trawler.....	69,500
37' Silverton, '81.....	99,995
36' Carver, aft cabin, '82&'84..... 2 from	98,500
36' Forbes Houseboat, '78.....	139,500
36' Gibson Houseboat, '80.....	46,000
★ 36' Gulfstar, '75.....	79,500
★ 36' Stephens, '49.....	30,000
36' Trojan, '79.....	89,000
36' Willard Trawler, '66.....	68,500
★ 35' Pacific Sport Fisher, '68.....	39,500
★ 34' California, '83.....	86,861
34' Executive F/B Sedan, '77.....	62,500
34' Mainship, '78.....	64,000
33' Carver, '80.....	70,000
32' Luhrs, '67.....	35,590
★ 32' Carver Convertible, '84.....	89,684
32' Luhrs F/B Sedan, '70.....	35,000
32' Luhrs, '72.....	49,500
32' Pacemaker, '65.....	25,000
32' Trojan F/B Express, '73.....	39,500
32' Trojan F/B Sedan, '79.....	62,500
31' Silverton F/B Sedan, '80.....	49,000
31' Tollycraft, '63.....	19,950
31' Wellcraft Suncruiser, '81.....	77,900
30' Tollycraft, '72&'79..... 2 from	35,950
29' Fisher Craft, '80.....	24,000
★ 28' Carver Mariner, '84.....	67,895
★ 9 Meter Trojan, '83.....	100,140
27' Bayliner, '79.....	29,500
27' Chris Cavalier, '66.....	8,250
★ 27' Chris Craft, '59.....	17,500
26' Penn Yan, '79.....	36,500
25' Albin, '75.....	26,000
★ 24' Bayliner, '79.....	19,500
22' Romany Express, '71.....	16,500
21' Century, '68.....	17,200
19' Mastercraft, '79.....	9,500

COMMERCIAL FISHING BOATS

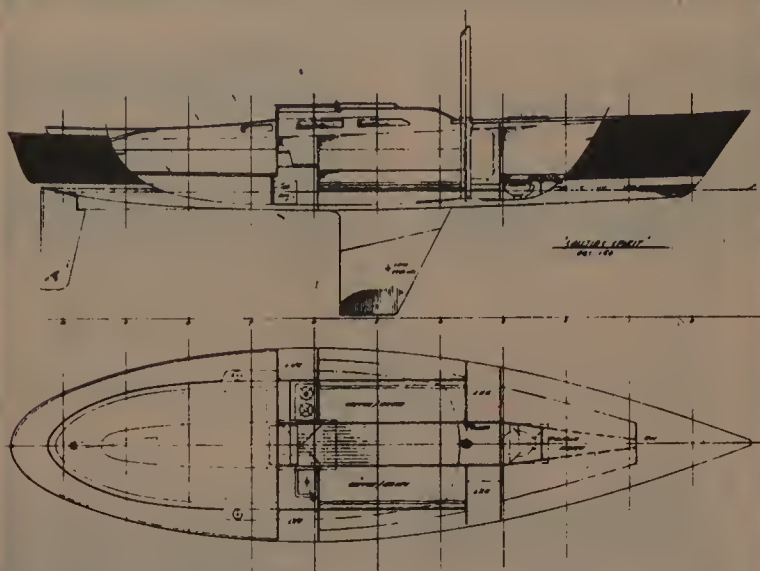
42' Sunnifjord, '80.....	189,500
40' LCVF Converted, '45.....	25,000
22' Reinell, '75.....	19,000

★ AT OUR DOCKS

OPEN 'TIL 7 P.M. TUESDAYS & THURSDAYS

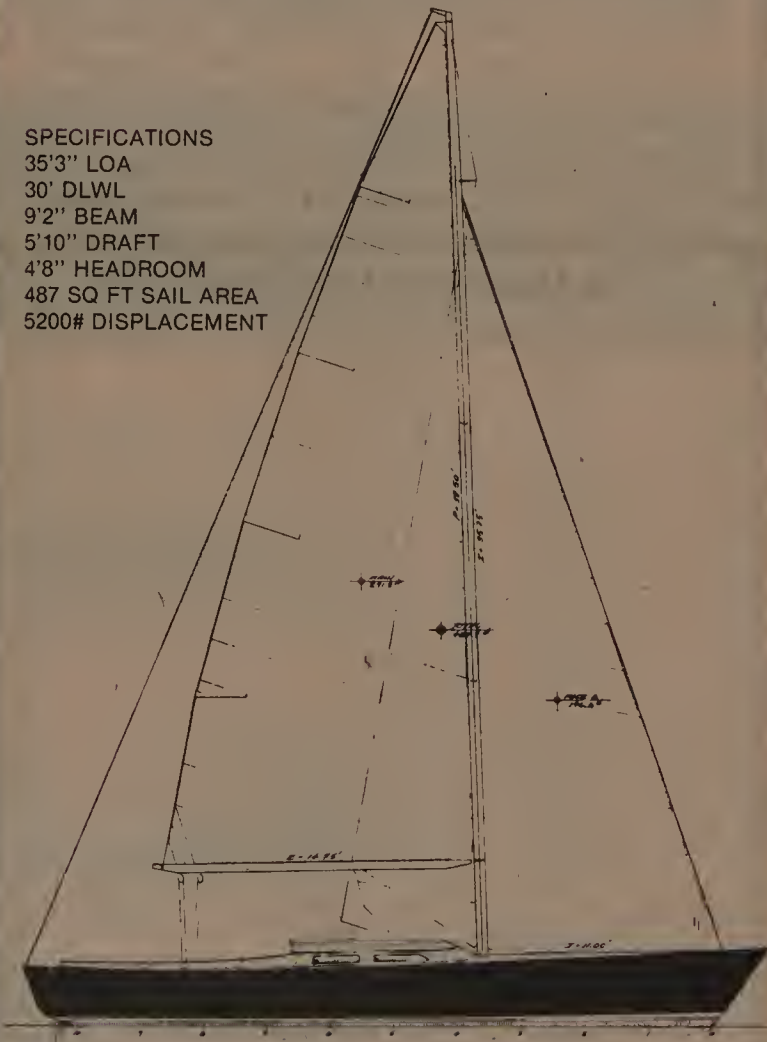
Sonjia's Spirit

by Gary Mull



SPECIFICATIONS

35'3" LOA
30' DLWL
9'2" BEAM
5'10" DRAFT
4'8" HEADROOM
487 SQ FT SAIL AREA
5200# DISPLACEMENT



This 35-ft boat is presently under construction and seriously for sale. Built in cold-molded wood with a mahogany exterior, she promises to be both fast and a joy to see. The layout is based on a sensible approach for a cruising couple. If this boat has the spirit you've been looking for then give my spirit a call.

Don [916] 583-2263

SAN FRANCISCO BAY BOAT BROKERS SAUSALITO, CA (415) 332-8794

22'	Falmouth cutter	1979	33,500.00
23'	Electra	1961	6,500.00
24'	Bristol	1967	10,500.00
26'	Arllel	1965	13,000.00
28'	Trlton	1966	19,000.00
29'	Cal 2-29	1975	31,500.00
30'	O'Day	1978	42,000.00
30'	Alberg/Whitely	1978	31,500.00
31'	Chevy Lee Offs	1979	39,000.00
32'	Traveller	1971	72,500.00
34'	Cal 34	1968	34,500.00
35'	Fantasia	1979	84,000.00
40'	Chevy Lee Midshipman Ketch	1975	100,000.00
43'	Gulfstar	1978	127,500.00
45'	Fuji 45 MkII ketch	1977	195,000.00
25'	Fleur Blue No. 31	1961	9,000.00
29'	Auxillary Sloop	1962	15,000.00
35'	Roberts 35 Steel Cutter	1982	35,000.00
36'	Gilmer Auxillary Ketch	1979	99,900.00
38'	Farallone Clipper	1960	46,000.00
40'	Master Mariner Cutter	1936	59,000.00
40'	Sparkman & Stephens Bermuda Yawl	1953	93,500.00
40'	Kettenburg K-40	1961	45,000.00
45'	N.Z. Cstm World Cruising Ketch	1974	124,950.00
50'	Lapworth/Chevy Lee Sloop	1962	79,500.00
24'	Sea Ray and traller	1978	22,500.00
24'	Reinell	1978	15,500.00
30'	Pacemaker Sportfisher	1965	14,500.00
38'	Pacemaker Sportfisher	1965	39,995.00
38'	Fellows & Stewart dbl cabin cruiser	1931	12,000.00
65'	MV (Comm. Fish/Charter) F/C	1978	300,000.00

"... THERE IS NOTHING — ABSOLUTELY NOTHING —
HALF SO MUCH WORTH DOING AS SIMPLY MESSING ABOUT IN BOATS."



KAREN GOLBERG

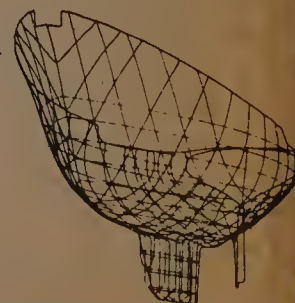
GLORY

1983 PETERSON 42'

THIS GRAND PRIX RACING YACHT IS READY FOR THE S.O.R.C., CLIPPER CUP OR BIG BOAT SERIES. A FULL COMPLEMENT OF YEAR OLD NORTH SAILS, WITH MANY KEVLAR. ROCHESTER INSTRUMENTS, WEATHERFAX, TRIMBLE LORAN & KONEL SSB. A YACHT OF UNLIMITED POTENTIAL AND SERIOUSLY FOR SALE.

ROBERT H. PERRY YACHT BROKERS & CONSULTANTS, INC.

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SEATTLE, WASHINGTON 98107
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San Rafael Yacht Harbor, 557 Francisco Blvd.
San Rafael, CA 94901 (415) 456-1860

Many Other Listings of Quality Boats Available

Insurance

18' Ketch, very clean.....	\$2,850
23' Flush deck sloop, cruise rigged.....	7,500
25' Roberts sloop, cold molded, brand new.....	23,000
25' Vertue sloop, Laurent Giles-design, new rig.....	2 from 24,000
26' Sea Bird yawl, diesel.....	18,000
26' Thunderbird, 9 1/2 h.p. Evinrude, spinnaker.....	2,500
30' Knarr Sloop.....	7,500
31' Cruising sloop.....	21,500
33' L.F. Herreshoff <i>Araminta</i> sloop, rare offering of rare boat.....	45,000
33' Alden sloop.....	35,000
36' Ketch w/wheelhouse, dsl, cruise equipt, just back S.Pac.....	39,000
36' Angleman ketch, diesel.....	60,000
40' Concordia Motorsailer, gorgeous.....	39,500
40' Gauntlet Bermudian Cutter, Fastnet veteran.....	69,500
42' Wishbone ketch, ferro-cement, Hawaii vet.....	55,000
46' Custom Garden ketch, superb.....	125,000
46' Alden cutter, bristol.....	48,500

18' Herreshoff America catboat.....	11,000
20' "Flicka" sloop, inboard diesel.....	25,000
22' Catalina sloop, Honda OB.....	6,000
23' Paceship sloop, 1979, w/trailer, well-equip.....	12,000
23' Pierson Ensign sloop, very clean.....	4,750
24' Columbia MKII, inboard.....	7,000
24' Islander Bahama sloop.....	7,500
26' Steel Commercial fishing motorsailer.....	22,000
26' Balboa 26 with trailer.....	2 from 12,500
27' Bandholm Sloop, inboard.....	Offers
29' Cal 2-29 sloop, ready to cruise, beaut. cond.....	32,000
30' Rawson, 1976, diesel.....	24,950
30' Catalina 30, 1978, wheel steering, very clean.....	33,000
32' Westsail, factory built, diesel.....	49,500
35' Coronado, well equipped.....	44,000
39' Freya, kit w/diesel, unfinished.....	25,000
40' Cheoy Lee Offshore, cruise equipped.....	85,000

PETER JONES YACHT BROKERAGE

(415) 386-5870

BUYERS: If you're looking for a boat & don't see it here, or if you don't know which boat among the many alternatives will satisfy your sailing needs, then please call. My listings change constantly, & I may have some suggestions if you haven't decided on a specific boat.

40' MARINER KETCH. SatNav, auto, dinghy, Barients, etc., etc.....	\$66,500
39' LIDGARD CUTTER '81. Cold-molded beauty.....	95,000
37' ENDEAVOUR SLOOP '82. New boat in excellent shape.....	89,500
36' ISLANDER '78. Very clean, Barients, CNG, diesel.....	69,500
36' HUNTER '80. Yanmar diesel, good gear, very clean.....	59,900
35' MARINER KETCH '64. Much work done 1982.....	42,500
33' PEARSON 10 METER '76. Exceptional example of sought after sloop.....	59,500
33' PILOT CUTTER '39. Dsl., Loran, Master Mariners Vet.....	37,500
33' I.O.D. '36. For the incurable romantic. Class sails.....	6,650
33' TARTAN TEN '79. All Barients. Ready to race.....	32,000
32' LAPWORTH SLOOP '60. Strip-planked mahog., clean & fast.....	29,500
32' ARIES '77. Comfortable cruising boat. Diesel, VHF, etc.....	45,000
31' TRADEWINDS SLOOP '70. Roomy FG sloop, full headroom, VHF.....	25,500
30' NORTHSTAR 1000 '71. Fast S&S sloop.....	25,000
30' LANCER '76. Rooy slp., dsl., distress sale.....	INQUIRE
30' NORTHSTAR 1000 '73. S&S design. Nice shape.....	
30' ENGLISH SLOOP '69. Singlehander, vane, Avon, diesel & more.....	OFFER
30' PEARSON '79. Atomic 4, VHF, clean.....	OFFER
29' CAL 2-29 '74. 8 Barients, race equipped, dsl., VHF.....	29,900
29' BALTIC CRUISER '61. Danish pocket cruiser, good gear.....	OFFER
28' PLUS ERICSON '82. Diesel, North sails, combi, like new.....	OFFER
28' ELDREDGE-McINNIS SLOOP '59. Lots of gear, exc. condition.....	22,500
28' ISLANDER '77. Race equipped w/halyards back, Volvo dsl & more.....	OFFER
27' SANTA CRUZ '79. 6 sails, trailer. Nice.....	22,000
27' CAL 2-27 '76. Clean class boat from Great Lakes. Extras.....	26,500
27' SANTANA '67. Race equipped, VHF, Hondo o.b.....	16,500
27' ALBIN VEGA '76. Dodger, 5 sails, diesel, very clean.....	22,500
26' COLUMBIA '71. Clean and roomy. Johnson o.b.....	12,500
26' ERICSON '67. Very clean Crealock designed sloop.....	OFFER
25' KIRBY SLOOP '79. Well equipped by Lasef designer.....	17,500
24' GLADIATOR '68. North sails, o.b., original owner.....	6,800
24' NIGHTINGALE '72. By Wylie. 7 sails & outboard, clean.....	12,000
22' WAYFARER '75. Daysailer with Sausalito berth. Good 1st boat.....	5,500

SELLERS: If you own any well-built boat in gd. cond. & want an honest & capable person to represent you during the problems of negotiation, financing, sea trial, survey, title transfer, insurance, property tax proration and the inevitable bizzare Snafu, please call and list your boat.

DON WILSON YACHT SALES

1851 Embarcadero Cove, Oakland, CA 94606

(415) 532-0747

SELECTED BROKERAGE

21' VENTURE and trailer; 2 sails and outboard.....	\$4,250
22' CHRYSLER; 23 have two available; berths.....	from 7,900
23' O'DAY and trailer; very clean; 1 w/trailer.....	8,900
23' RANGER 1973; 4 sails; Mercury 7 hp; 'Dove boat'.....	11,900
25' CORONADO; '70 & '66; two from.....	8,500
25' CAL; '73; 10 hp Honda; 3 sails; new cushions.....	11,500
25' ERICSON (25 plus); '79; Instruments; 9.9 Evinrude.....	19,900
25' LANCER; 3 sails; Honda 7 1/2 hp; owner must sell.....	OFFER
26' COLUMBIA; '69; 10 hp Honda.....	10,500
26' PEARSON; '76; 3 sails; Mercury, 10 hp.....	16,900
26' ISLANDER; omc; 15 hp; 4 sails; 1977.....	18,000
26' WOOD; full keel; gas inboard; built in 1937.....	10,000
26' S-2; trailer; inboard gas; 1975; owner anxious.....	24,500
27' MORGAN.....	22,250
27' CATALINA; 5 sails incl. all spinn gear; gas.....	22,900
28' SAN JUAN.....	26,950
28' ISLANDERS; One-Design class; we have several.....	34,000
29' CAL, 2-29; 1974; diesel; pedestal; 5 sails; nice.....	30,900
30' ISLANDER MKII; diesel; pedestal; very clean.....	27,900
30' ISLANDER BAHAMA; 1980; knotmeter; depth & radio.....	39,500
31' PEARSON; 9 sails incl. spinn; '78; Atomic 4; sharp.....	49,500
32' VANGUARD.....	39,900
34' SUNSET; classic wood sloop, full keel; 1938.....	19,900
36' ISLANDERS; Bay Area's leading class yacht; 5 here.....	INQUIRE
36' FREEPORT; we have two listings.....	from 99,500!
37' O'DAY; cruise ready; new listing.....	69,000
38' LANDFALL C&C.....	112,000
40' PEARSON; '78; 7 sails; LOADED; diesel.....	120,000
40' ISLANDER/PETERSON; <i>TransPac</i> ready; '79; diesel.....	TRADE UP!
41' ISLANDER/FREEPORT; ketch; excellent liveaboard.....	125,000
43' HANS CHRISTIAN; real beauty; new listing.....	INQUIRE
44' PETERSON; 1975; many extras; owner may carry.....	117,500
46' SEASTAR; '82; everything on this one; like new.....	199,500

POWER

41' BELL MARINE; trawler; loaded.....	129,500
32' GRAND BANKS; trawler.....	INQUIRE
22' WELLCRAFT; very clean.....	21,000

EDGEWATER YACHT SALES, INC.

1306 BRIDGEWAY SAUSALITO, CALIFORNIA 94965

(415) 332-2060

SAIL — PARTIAL LIST

21' VENTURE, with trailer.....	only \$2,500*
23' TRIMARAN, folding hulls, trailer.....	1,950
24' COLUMBIA, full keel, 15 h.p. engine.....	6,500
25' LANCER, well equipped.....	try 6,600
25' SEXTANT w/20 hp inboard, loaded.....	try 5,700
26' PIVER "Globemaster"; glass trimaran, full cruise.....	6,500
27' BALBOA, w/trlr, ready to cruise.....	11,500
30' VEGA Horizon motorsailer.....	only 34,000
30' FISHER Pilothouse Motorsailer, A-I.....	ask 55,000
30' WHARRAM Catamaran w/expanding trailer.....	6,750
30' TAHITI Ketch w/diesel, A-I, cruise ready.....	19,500
30' TED GEARY Classic sloop, a beauty.....	only 18,000
32' WESTSAIL Cutter, diesel.....	asking 60,000
33' MAAS Yawl, diesel, loaded, beautiful.....	26,900
34' TRUE NORTH Cutter, 1980, full cruise.....	61,000
35' GARDEN MARINEER KETCH, refinished.....	try 35,000
35' ERICSON MKI, full keel, wheel; etc.....	try 28,000
40' STADEL Ketch, bristol cond., cruise ready.....	69,000
40' ACKERMAN Newporter Ketch, priced low.....	44,500
41' OUT ISLAND, double cabin.....	80,000
41' GULFSTAR, center cockpit, will trade.....	81,000
43' GARDEN Ketch, heavy, very roomy, diesel.....	29,500
65' SAMPSON Ketch.....	75,000
70' CRUISING Lug Rig, cat diesel, So. Pacific vet.....	71,000

POWER — PARTIAL LIST

17' CLASSIC Speedboat, dbl cockpit with trailer.....	4,900
18' CHRIS Speedboat, super sport, 1960 w/trailer.....	2,500
26' CHRIS, 1956, all original, priced low.....	3,250
30' OWENS, 1958, twin V-8 engines, roomy.....	5,900
32' CHRIS CONNIE, Hardtop express, 1960.....	8,900
34' HUNTER Sedan, A-I, roomy liveaboard.....	11,500
35' CHRIS tri-cabin, 1962, great liveaboard.....	try 18,000
37' CALIFORNIAN Trawler, tri-cabin.....	69,500
47' LAKE UNION Classic with Cat diesel, A-I.....	only 32,000

SKIPPER'S

YACHT SALES

51 MARINA BLVD.
PITTSBURG
(415) 432-8722

1535 BUENA VISTA AVE.
ALAMEDA
(415) 522-6500

#5 HARBOR WAY
VALLEJO
(707) 554-2883

JUST ARRIVED AT OUR DOCKS!

THE NEW 345 FAST
Designed by Ron Holland.
Molds and Production Rights
acquired from Camper Nicholsons
and built to same high standards.

Available for your inspection
until January 10th, 1984.
IOR Displacement: 11.116.66

HERITAGE TRAWLERS

From 34' to 58'
Single or Twin Mercedes Benz Diesel
34-38-42
do not have generators.
48-51-58
Come with Generators.
All boats completely equipped
and ready to go!
Lloyd's Certificate
available

16' NEWPORT	\$2,900
20' MARIEHOLM	14,000
22' SANTANA	5,700
23' SAN JUAN	13,500
23' COX	11,500
23' RANGER	13,600
23' BEAR	12,500
24' EMERSON	4,200
24' CAL 2-24	5,950
24' PEARSON AREO 24	5,500
24' WINDWARD Sloop	8,900
24' NEPTUNE 24K, 1980	21,000
24' ISLANDER BAHAMA	2 from 5,900
25' O'DAY	21,000
25' NORTHSTAR 500	18,000
25' CAL	10,000
25' SANTANA 525	2 from 13,000
25' BAHAMA 25, McGlasson-design	2 from 15,500
25' NICHOLS SeaHorse yawl	7,500
25' CHEOY LEE	2 from 9,500
25' CHEOY LEE CLIPPER	2 from 15,500
25' CORONADO	3 from 9,200
25' NORDIC FOLKBOAT	2 from 5,400
25' SEILDMANN sloop	20,900
25' TANZER 7.5	10,500
25' PETERSON 2-25 full race	13,000
25' FOLKBOAT-BORRESON	10,000
25' 6" FRIENDSHIP SCHOONER	2 from 25,000
26' CLIPPER MARINE	10,500
26' CONTESSA	23,500
26' HOLLAND	8,000

26' COLUMBIA 26	3 from 11,000
26' INTERNATIONAL FOLKBOAT	27,000
26' BAHAMA	16,500
26' PEARSON ARIEL	13,000
26' RANGER gaff rig	18,300
26' S-2 aft cockpit sloop	20,000
27' CORONADO	16,000
27' MORGAN	25,000
27' TARTAN	18,500
27' CAL 2-27	25,950
28' COLUMBIA	14,900
28' NICHOLS BUCCANEER	2 from 9,995
28' LANCER SLOOP	19,500
29' DRAGON	2,995
29' FARALLON	38,500
29' COLUMBIA MARK II	23,900
29' RANGER diesel	33,950
30' KNARR	4,725
30' ISLANDER BAHAMA	39,900
30' ISLANDER MKII	28,000
30' ISLANDER	22,500
30' CATALINA	2 from 33,000
30' CLIPPER MARINE	4 from 14,000
30' CAL, '65, extremely clean	29,500/offer
30' SCAMPI 30 MKIV dsl aux. slp	49,500
30' AMERICAN sloop, Nichols design	16,500
31' GOLDEN HIND	35,000
31' PIVER	16,500
32' ERICSON	32,950
32' TRAVELLER	69,900
32' ISLANDER	34,500

32' WAYFARER	34,500
33' RANGER, race equipped	47,000
33' HUNTER	38,000
33' WINDWARD 33	23,500
35' CORONADO aft cabin sloop	2 from 44,000
37' FORMOSA ovenses, diesel ketch	55,000
38' FARALLONE CLIPPER	45,000
38' MORGAN	90,000
39' LANDFALL CUTTER	77,000
40' TRINTELLA	150,000
40' CAL	72,000
40' CUSTOM GLADSTONE	69,000
40' RINGWALD	65,000
40' PIVER aft cabin VICTRESS, '79 dsl ketch	2 from 90,000
41' FORMOSA	69,900
41' KING DESIGN, '51	60,000
41' C&C REDLINE	90,000
41' ISLANDER FREEPORT	133,950
41' FORMOSA ketch	69,000
41' MORGAN, aft cabin, sloop, diesel	97,000
43' WESTSAIL, diesel ketch	150,000
44' PETERSON	117,500
44' CHEOY LEE	160,000
44' RHODES MOTORSAILER, twin diesel	140,000
45' EXPLORER 45 MK II center cockpit	129,000
47' OLYMPIC O/S cruiser, diesel ketch	145,000
50' FORCE 50 PILOTHOUSE diesel ketch	159,500
52' 8" PASSAT, auxiliary ketch, diesel	90,000
60' ANA MARIE gaff-rigged cutter, diesel	225,000

MANY MORE LISTINGS ON FILE — BERTHING AVAILABLE FOR ALL BOATS

We will be moving in January, 1984 to our new location in Village Marina, Alameda, California

Cityachts

foot of Laguna St. San Francisco
415 567-8880

20' CAL	SOFFERS
21' ISLANDER	4,600
23' MAYA	8,750
23' ERICSON	2 from 7,000
24' J.	2 from 14,900
24' NORTHSTAR 727	17,500
24' SAMOURAI	12,500
24' NIGHTINGALE	2 from 14,500
25' DAVIDSON	25,000
25' FLEUR BLEU	8,000
25' SANTANA	2 from 12,500
25' PACIFIC CLIPPER	13,000
25' GAFF SLOOP	35,000
25' KILLER WHALE	11,000
25' PETERSON	2 from 15,500
25' CORONADO	2 from 8,500
26' COLUMBIA	12,500
26' RANGER	2 from 14,000
27' ERICSON	29,500
27' EXPRESS (CUSTOM)	30,000
27' SANTA CRUZ	2 from 20,000
27' CAL T/2	19,000
27' MULL CUSTOM	2 from 16,000
27' CATALINA	19,500
27' ENGLISH SLOOP	28,000
28' HALBERG	14,500
28' BIG BEAR SLOOP	19,500
28' COLUMBIA	2 from 15,000
29' HERRESHOFF H-28	19,000
29' RANGER	31,950
29' CAL	3 from 28,500
29' BUCCANEER	38,000
30' ISLANDER BAHAMA	44,900
30' RANGER	38,900
30' CORONADO	32,000
30' TARTAN	37,000
30' MORC SLOOP	45,900
30' ERICSON	27,000
30' ETCHELLES 22	15,500
30' SANTANA	35,000
30' WYLIE 3/4 TON	40,000
30' IRWIN	45,000
30' PEARSON	31,000
30' ALBERG	33,000
30' ISLANDER MKII	3 from 28,000
30' BURNS 1/2 TON	39,500
30' RAWSON	3 from 29,000
30' WOOD SLOOP "ULU"	15,500
31' PETERSON 1/2 TON	TRADES/OFFERS
31' WHITING DESIGN	18,900
31' CHEOY LEE OFFSHORE	39,000
32' ERICSON	35,500
32' NANTUCKET CLIPPER	48,500
33' CHEOY LEE	52,500
33' SPAULDING SLOOP	15,000
33' TARTAN 10	2 from 25,000
33' APHRODITE 101	53,000
33' WYLIE	75,000
34' ISLANDER	53,000
34' CHRISTENSON	13,000
34' WYLIE SLOOP	65,000
35' CORONADO	44,000
35' FUJI KETCH	84,900
38' ISLANDER FREEPORT	132,000
36' S-2 SLOOP	70,000
38' ISLANDER	2 from 59,900
36' HUNTER	68,500
37' RAFIKI CUTTER	89,000
37' FISHER MKII	125,000
37' BALTIC	135,000
38' C&C "ENTERTAINER"	77,000
38' FARALLONE CLIPPER	2 from 46,000
39' CAL	2 from 77,000
40' MARINER KETCH	79,500
40' OLSON "FAST BREAK"	139,500
41' COOPER 416	127,500
41' NORLIN	94,000
42' CREALOCK KETCH	145,000
42' DUBOIS	149,000
43' METER R BOAT	29,500
43' SWAN	129,000
45' COLUMBIA MOTORSAILER	109,500
45' DOWNEAST	135,000
45' DAVIDSON CUSTOM	235,000
47' VAGABOND KETCH	150,000
47' OLYPMIC KETCH	128,500
50' SANTA CRUZ	200,000
50' GULFSTAR	two from 185,000
56' MOTORCUTTER	230,000
58' RACING/CRUISER "NATOMA"	270,000
60' MARCONI SLOOP	99,000
75' 1-DESIGN KETCH "SHAITAN"	950,000

*SAN FRANCISCO BERTH INCLUDED



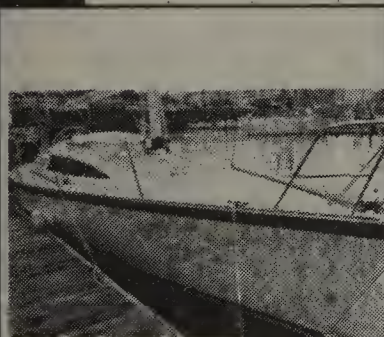
PEARSON 365
Lots of goodies!



ESPRIT 37
Quality



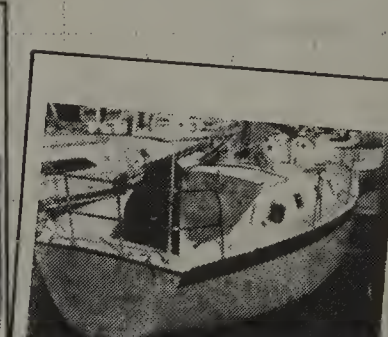
COLUMBIA 28
Affordable



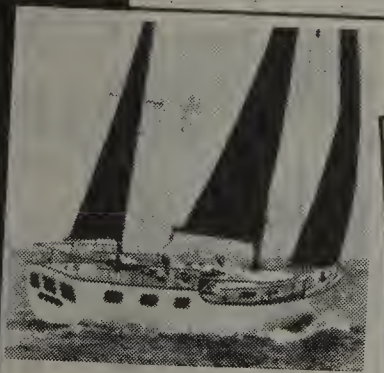
FARR 38
Fun! Fun! Fun!



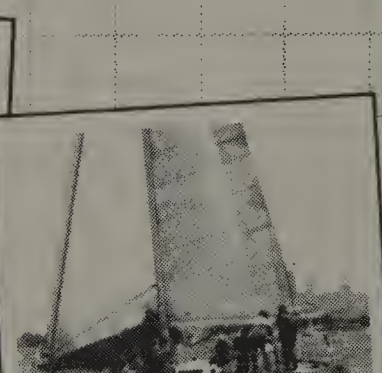
"INCA"
Show Stopper



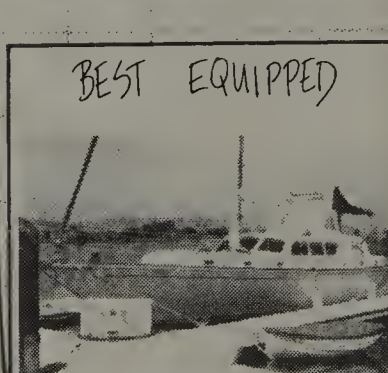
LANCER 28
Offer Needed



40' TRINTELLA
Real Comfy



ROGERS 39
Totally Awesome



BEST EQUIPPED
GULFSTAR 50
Best buy at \$165,000.00
sistership

Paul Kaplan, Christine Kaplan, Mary Jo Foote, Pam Eldredge, Hank Easom, Cindy Revel,
Marcia Corbett, Charlie Corbett, Rollo D. Dog.

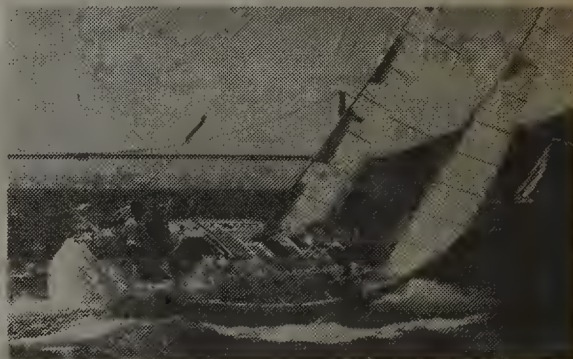
THANKS and best wishes for a **PROSPEROUS NEW YEAR**. That's the message from City Yachts for *Latitude 38* readers. The staff at City Yachts wants to thank all of you whom they have had the pleasure of working with over the past 15 years and to let you know that they look forward to making new friends in the year ahead.

FIFTEEN YEARS is *not* young in the rapidly changing marine industry. **CITY YACHTS** was founded on the same basis as this magazine — to fill a recognized need for our local sailors. Their staff has a combined total of over 200 years of sailing experience. They have raced on the Bay and ocean and cruised to exotic places. This experience and a highly professional approach has resulted in the success of **CITY YACHTS**.



BROKERAGE has been the cornerstone of their business — just look inside this back cover! More important is the commitment of the staff to find the client the *right* boat, even if it is not one of their own listings. It is not unusual for a broker at City Yachts to be cooperating with another broker in another state or Europe, for that matter. It is this knowledge, dedication, and integrity that has earned City Yachts the reputation as one of the West Coast's premier brokerages.

NORDIC & BALTIC YACHTS are the only new boat lines represented by City Yachts. This is by *choice*. These two famous manufacturers represent the finest quality sailing yachts in the world. Nordic, with their U.S. built 40 and 44 Bob Perry designs, are America's creators of the finest performance cruisers bar none. Baltic builds vessels from 37 to 80 feet in Finland where quality boat building is a way of life. City Yachts' decision to handle only the "creme de la creme" of new boats often results in contacts and cooperation with other dealers who require assistance with their clients needs.



CITY YACHTS understands that purchasing a boat is not an everyday experience for you. It is their goal to make the experience not only enjoyable, but something to which you can look forward. Their years of business have enabled them to enjoy the invaluable gift of a high repeat business. Please give the staff at City Yachts a call and let them help you satisfy your boating appetite.

Cityyachts

Foot of Laguna Street
San Francisco, California 94123
(415) 567-8880